FOUNDED IN 1856

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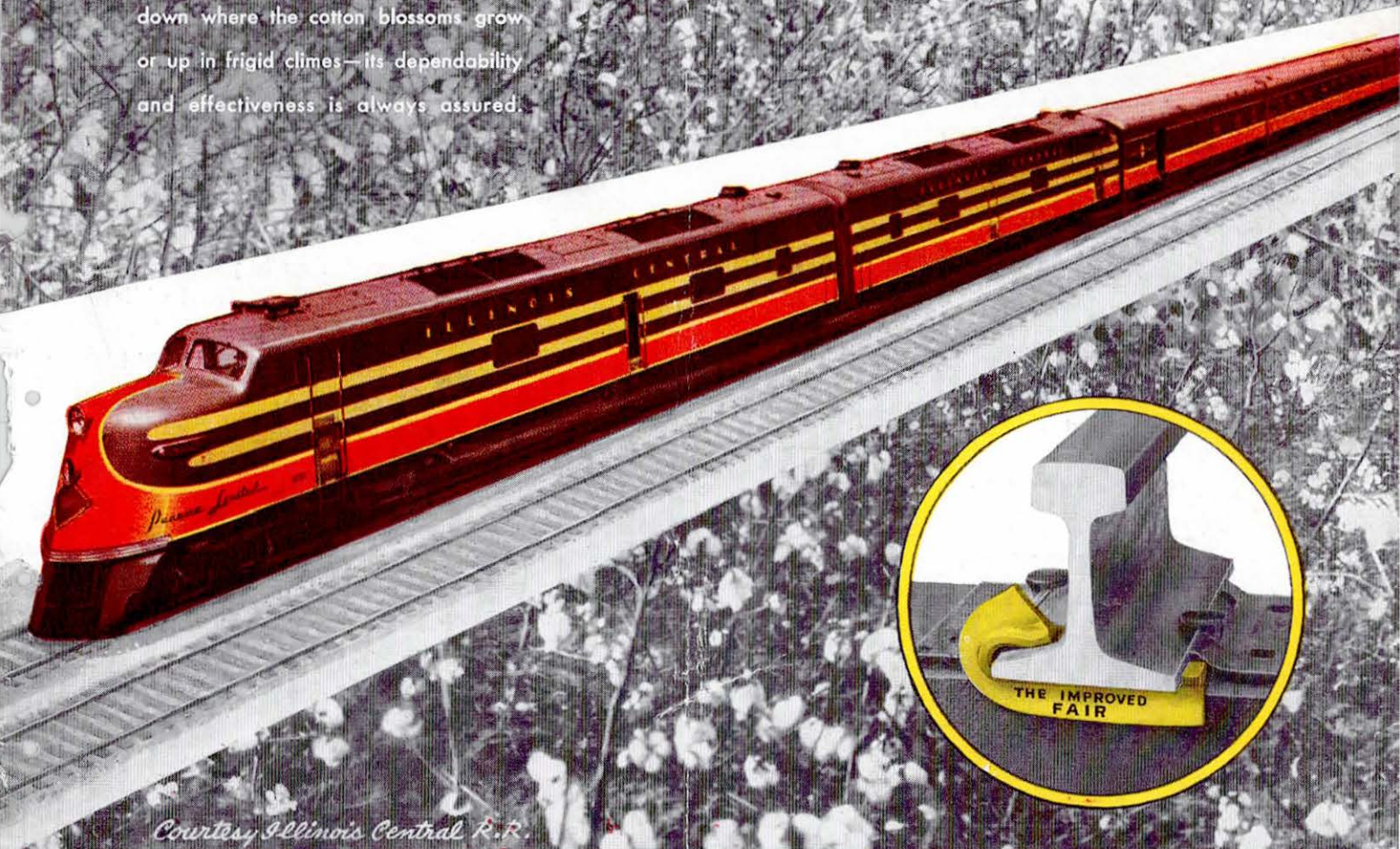
Down Where the Cotton Blossoms Grow

No matter where the IMPROVED FAIR RAIL ANCHOR is in use—whether on railways down where the cotton blossoms grow or up in frigid climes—its dependability and effectiveness is always assured.



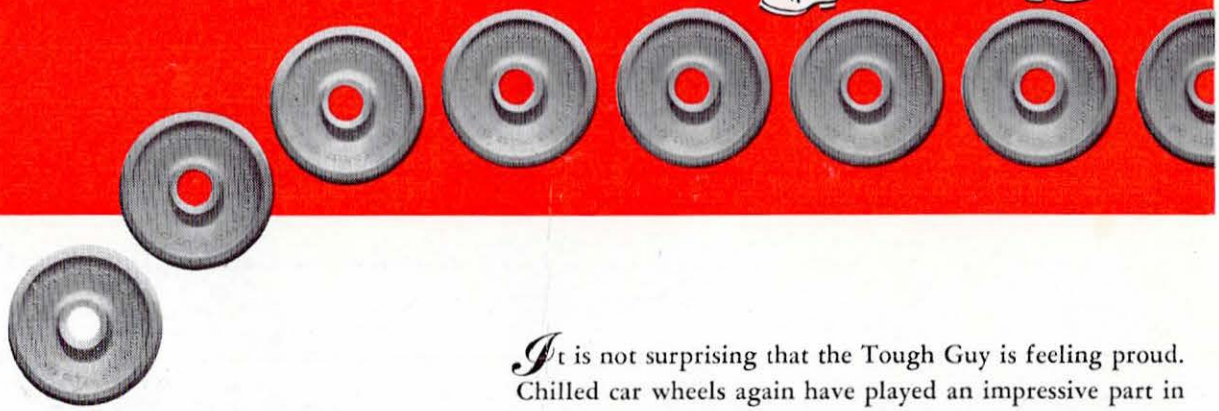
Courtesy Illinois Central R.R.

THE P. & M. CO.

CHICAGO • NEW YORK • DENVER • WASHINGTON • ST. LOUIS • CLEVELAND • ST. PAUL • BOSTON • SAN FRANCISCO
MEXICO D. F.

1926
27,000,000

1947
119,000,000
miles per derailment
due to wheel failures



The Tough Guy
is proud of his
1947
Performance

It is not surprising that the Tough Guy is feeling proud. Chilled car wheels again have played an impressive part in helping an imposing safety record to be set. Figures on I.C.C. derailments for 1947 show *119,000,000* miles per derailment due to car wheel failure.

It wasn't so far back – little more than 20 years ago in fact – when this figure was 27,000,000 miles. And while advances in safety have been noteworthy over the long pull, advances in wheel making have set the pace which makes the records of recent years possible.

Where we at AMCCW come into this picture is the triple teamwork of our different classes of technical men: Resident Inspectors permanently located in members' plants, General Inspectors paying periodic visits of supervision, and trained metallurgists in our research laboratory. This combination of specialized personnel has resulted in almost spectacular improvement in chilled wheel safety.

AMCCW

ASSOCIATION OF MANUFACTURERS OF CHILLED CAR WHEELS

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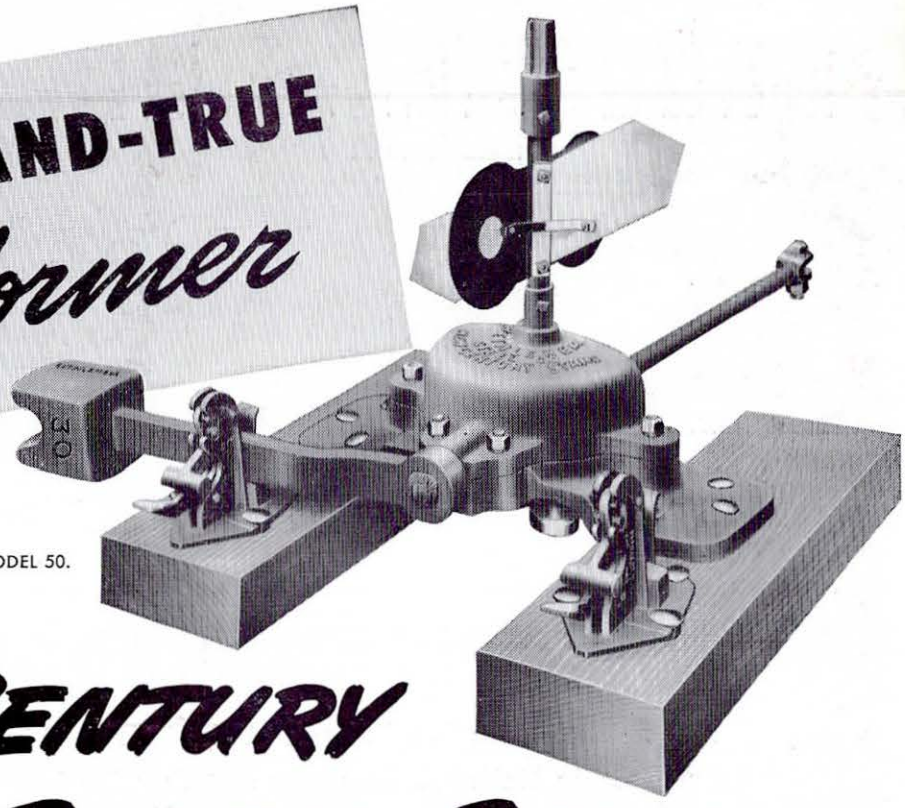
Marshall Car Wheel & Foundry Co. • Maryland Car Wheel Co. • New York Car Wheel Co.
Pullman-Standard Car Mfg. Co. • Southern Wheel (American Brake Shoe Co.)

6407

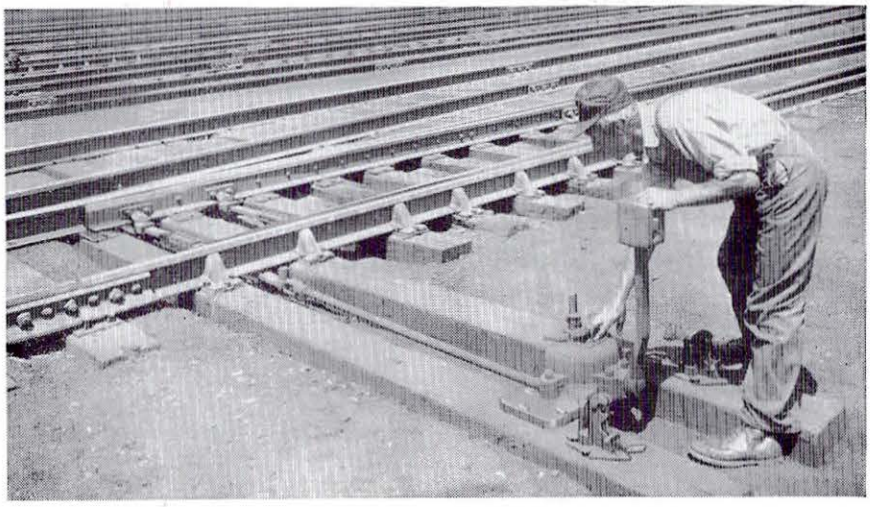
Published weekly by Simmons-Boardman Publishing Corporation, Orange, Conn. Executive Offices, 30 Church Street, New York 7, N. Y. Entered as second class matter at Orange, Conn., under the act of March 3, 1879. Subscription price $6.00 for one year, U. S. and Canada. Single copies, 50 cents each. Vol. 124, No. 21.

A TRIED-AND-TRUE *Performer*



MODEL 50.

New Century SWITCH STAND



Model 51. Can be adjusted without disconnecting the stand.

Say "switch stand" to a railroad man, and the chances are he'll automatically think New Century. For this tried-and-true performer won its spurs so long ago that it is now practically a byword in track accessories.

Many New Centuries have lasted in service for 25 years—sound evidence of their durability. The years, too, have proved them easy stands to operate—and the parallel-throw feature has always made switching convenient and safe for the operator.

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The New Century is recommended for use with heavy rail (60-lb and over) in main lines, branch lines, and yards. At your request, we'll be glad to tell you about this famous old family of switch stands.

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Budd ALL-stainless steel Rock Island's

In a news release dated March 15, 1948, the Chicago, Rock Island and Pacific Railroad Company stated: "The largest total revenue earned in the entire Rocket fleet was the 'Twin Star,' placed in service between Minneapolis and Houston via Kansas City, in January, 1945, showing a gross income during 1947 of $2,894,234, or a little over $2.90 per train mile."

The distance is 1375 miles. The Twin Star Rockets make it in twenty-five hours, forty-five minutes, with twenty-two scheduled stops and nine conditional stops. Schedules call for an annual train mileage of 333,792. The Rock Island does not keep records of individual car availability, but in the case of the Budd-built, all-stainless Twin Star equipment considers availability at practically 100%. The Budd Company, Philadelphia 32.

Route of the Rock Island's Twin Star Rockets, all-stainless steel trains built by Budd.

train biggest money-maker

Mr. Carl Zuegel, general foreman in the coach yards at Chicago, standing beside the Rock Island's biggest money-maker—built by Budd.

Budd

Your Drainage Dollar Can Be S-T-R-E-T-C-H-E-D

Costs are high and budgets won't stretch; yet you may be pleasantly surprised to see how far you can make those dollars go with ARMCO Drainage Products. At the same time you can stick to your determination of using the very best materials in the interest of safety and economy.

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Material costs are low because you choose exactly what you need in a wide range of sizes from 6-inch round pipe to a 24-foot MULTI-PLATE Arch. For severe corrosion there is ASBESTOS-BONDED Pipe, while a PAVED-INVERT will guard against erosion. And either standard corrugated PIPE-ARCH or MULTI-PLATE PIPE-ARCH is just the thing for limited headroom.

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. . . the logical installation for *all* freight equipment

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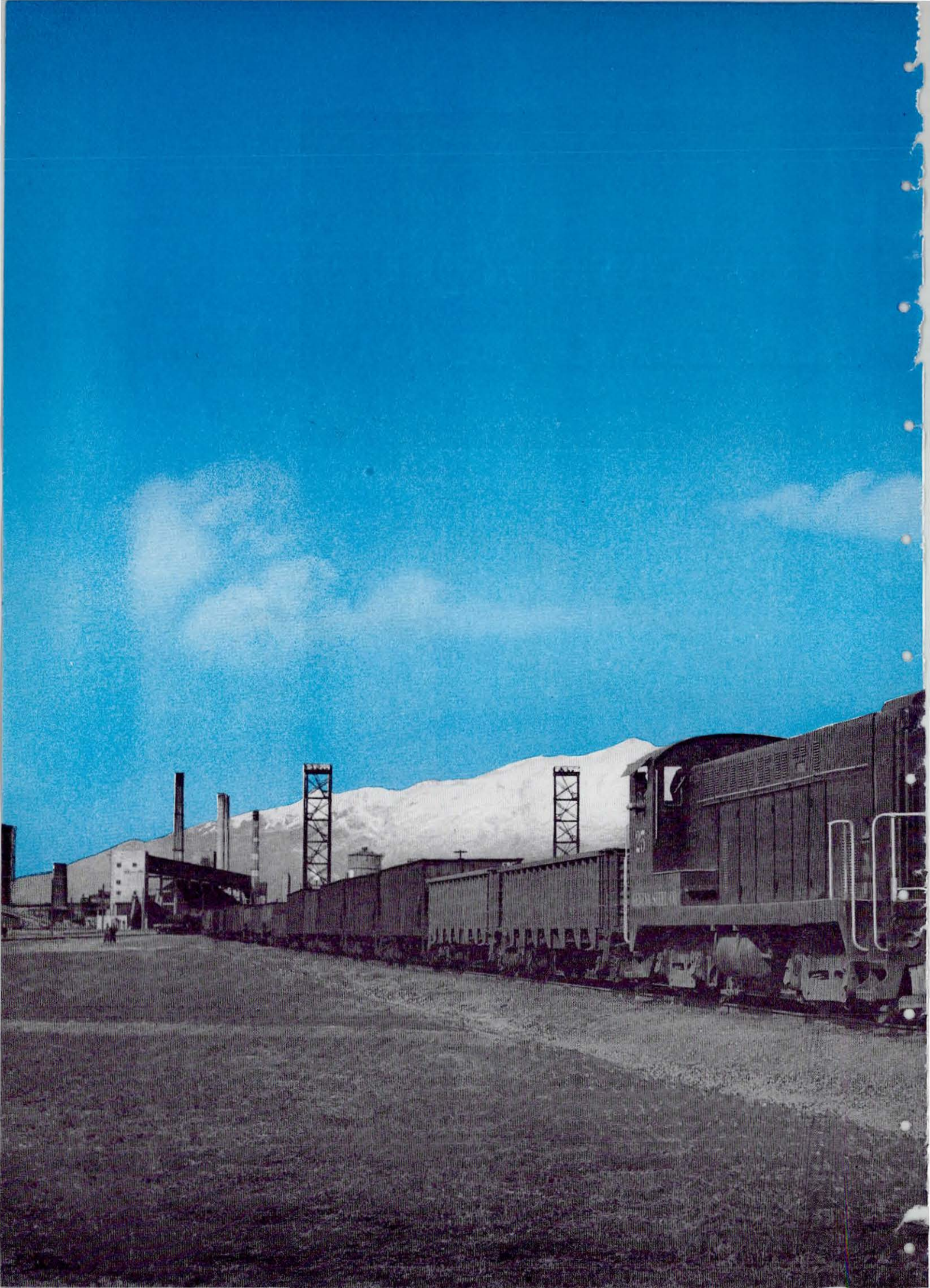

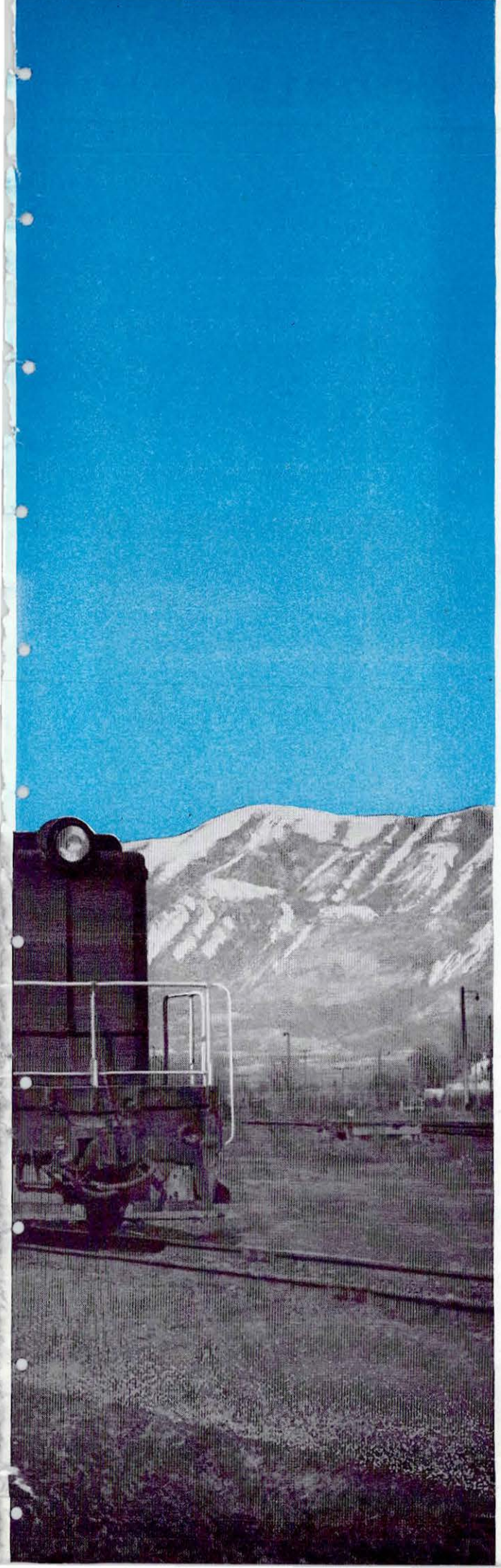

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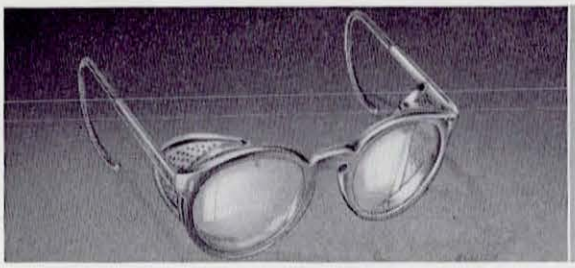

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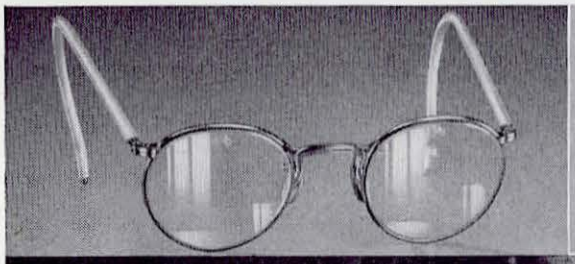
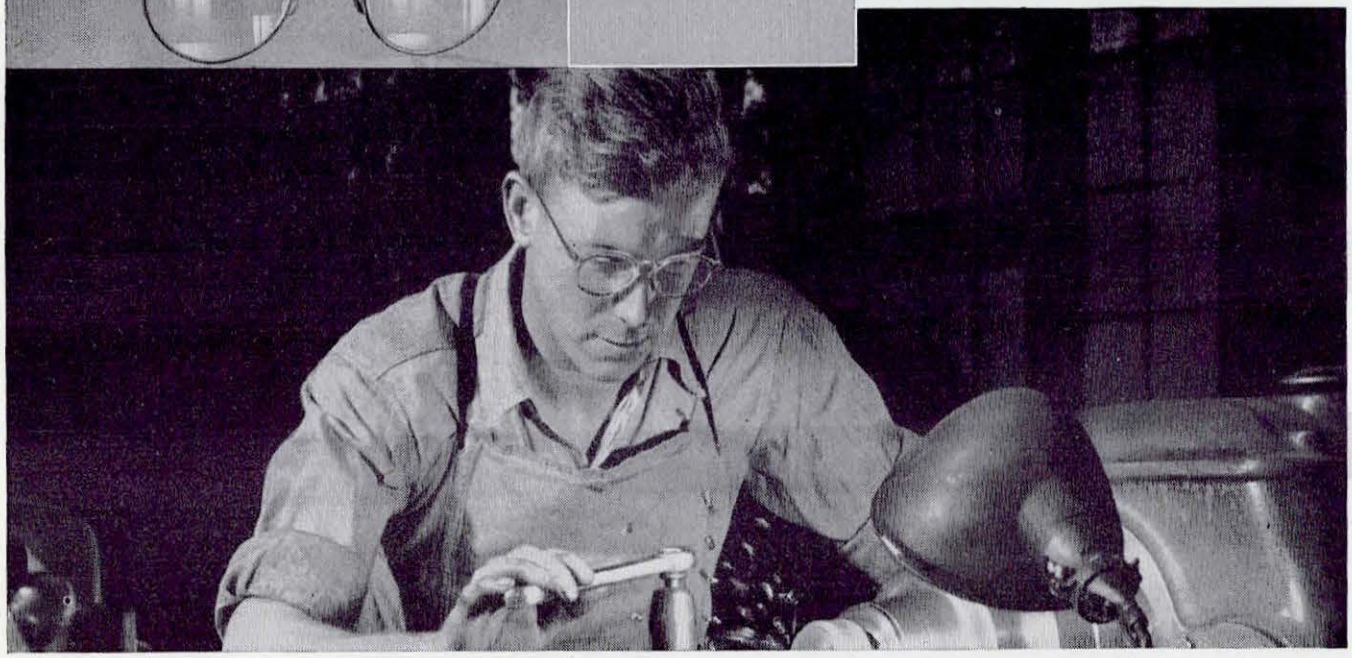


AO METAL SPECTACLE GOGGLES



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* *One of a series of advertisements based on industrial opportunities in the states served by Union Pacific Railroad.*

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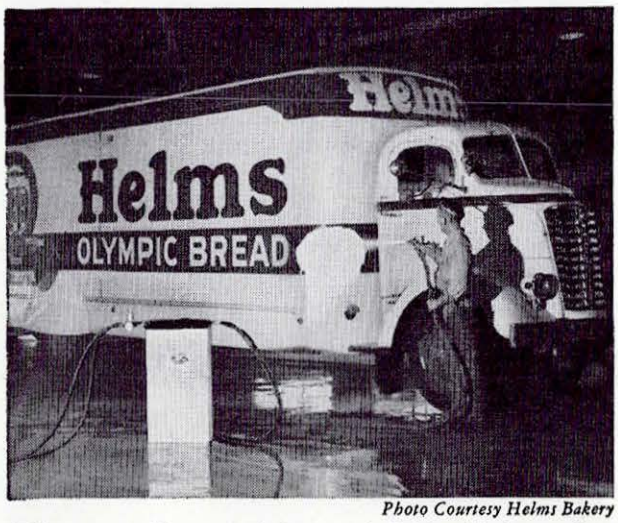
Road of the Daily Streamliners

Photo Courtesy New York Central Railroad

New Turco methods and materials cut cleaning time of heavily grimed coaches to 3.25 man-hours...formerly took 12 man-hours.

Transportation Saves Millions of Man-hours As Science Substitutes for Elbow Grease

"Spray application of Turco Mulsirex and water rinse saves man-hours and materials; promotes safety by facilitating aircraft inspection and repair," says R. C. Loomis, Director TWA Maintenance & Overhaul.



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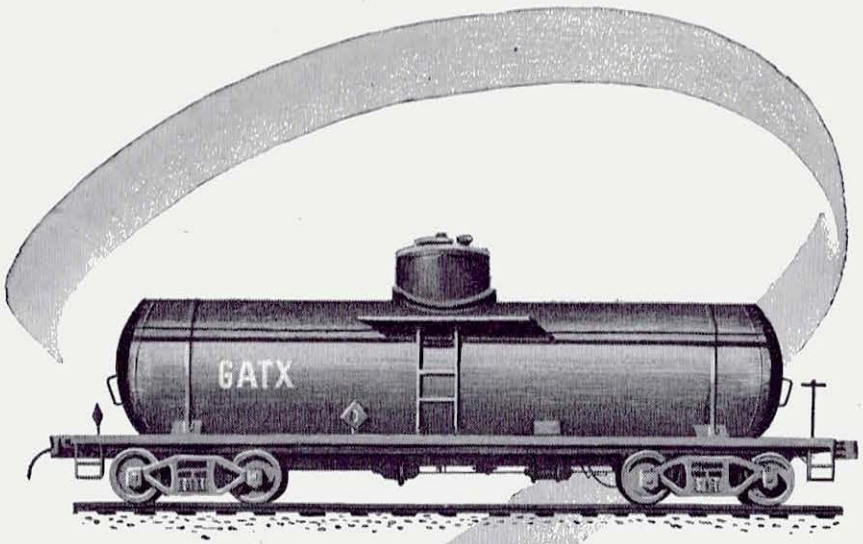

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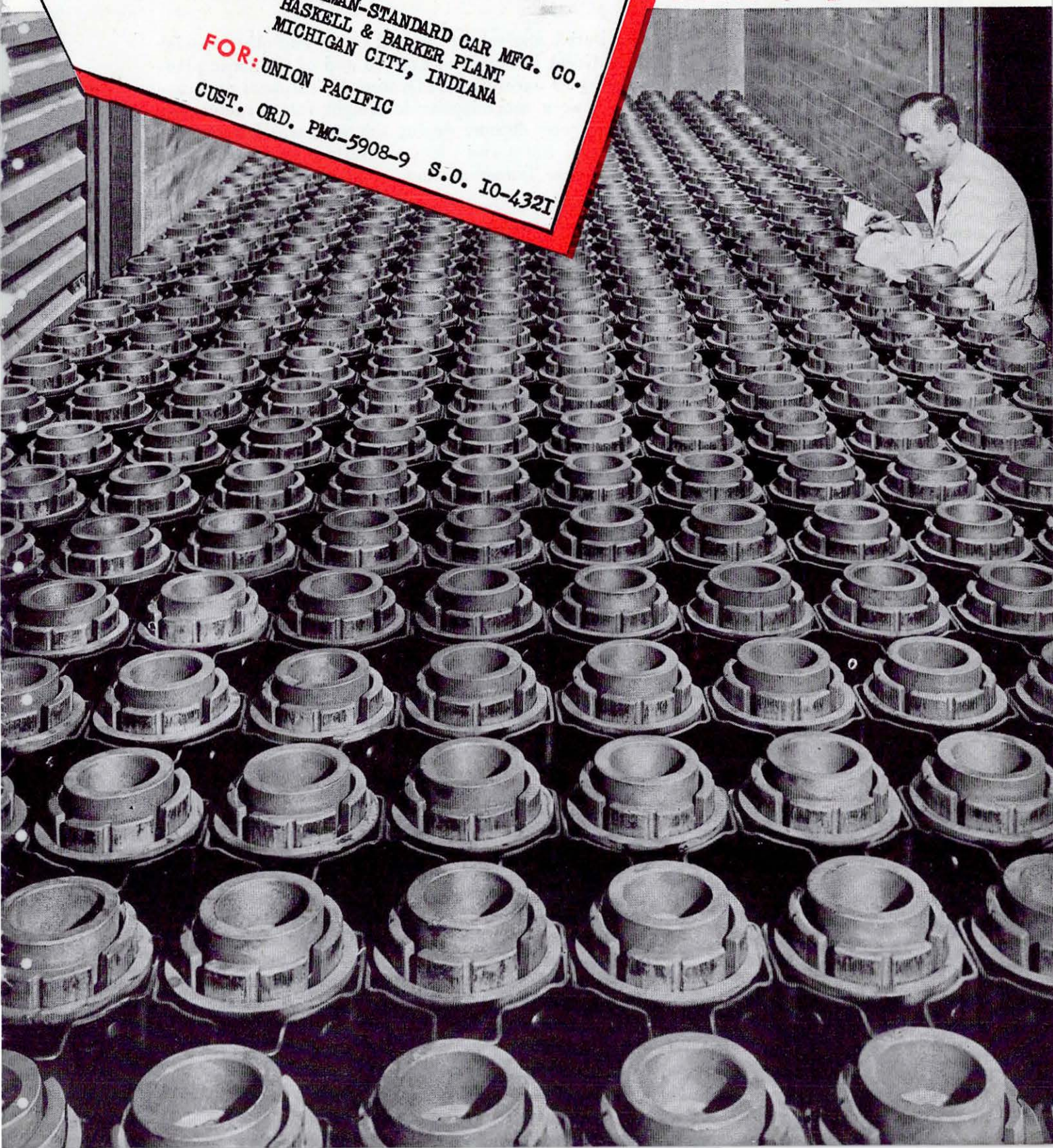

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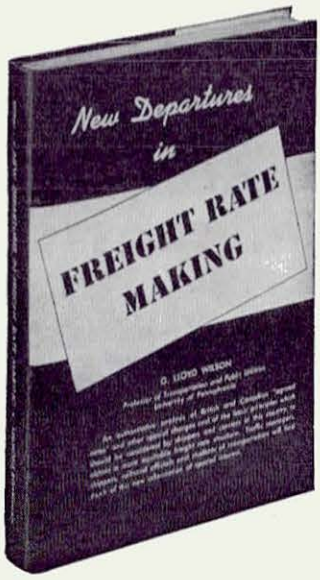

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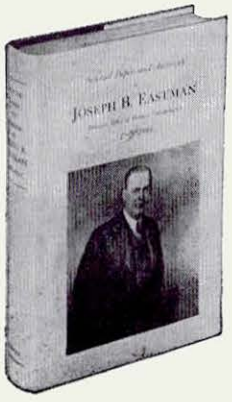

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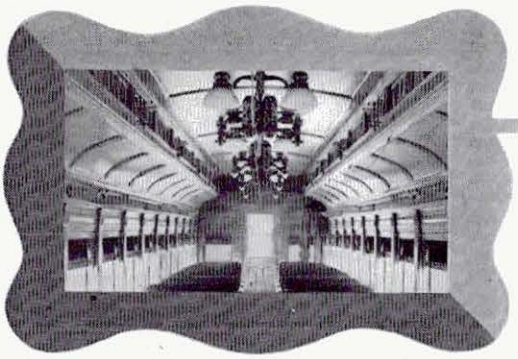

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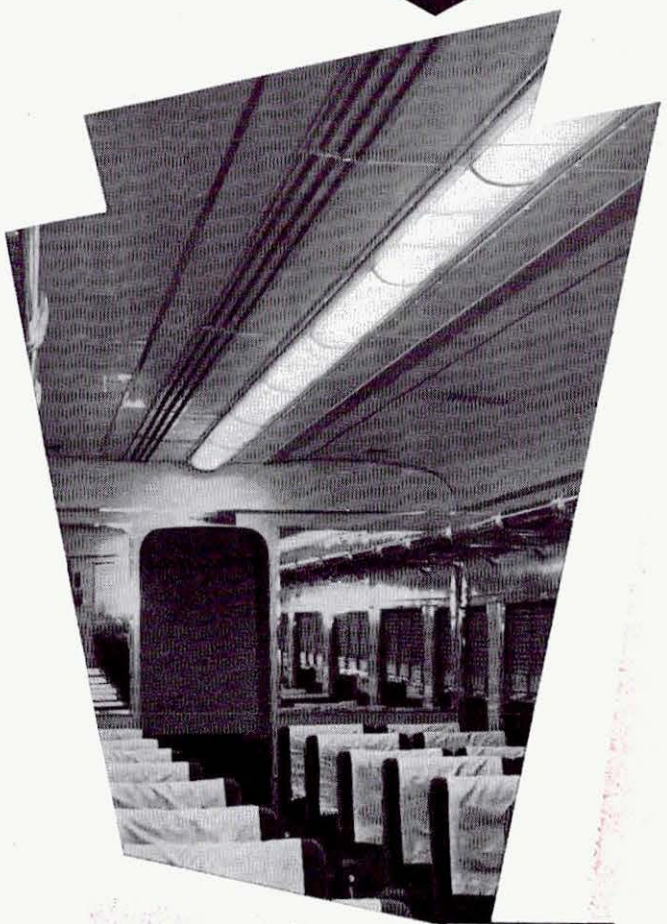

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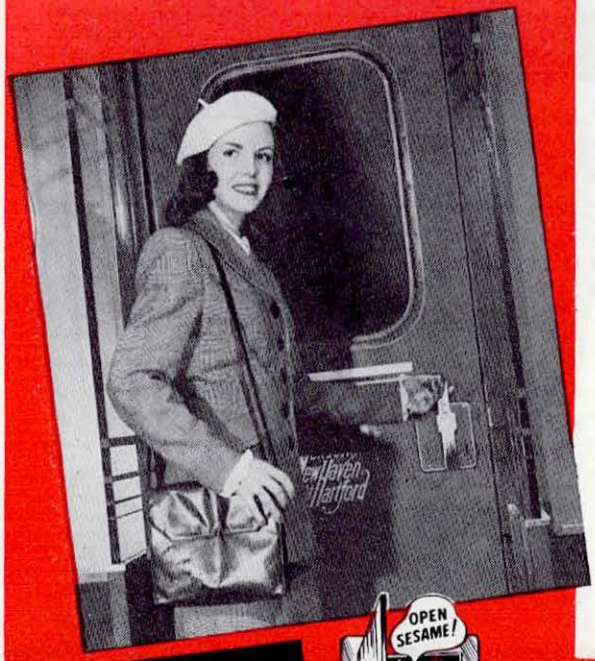

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MORE ATTRACTIVE

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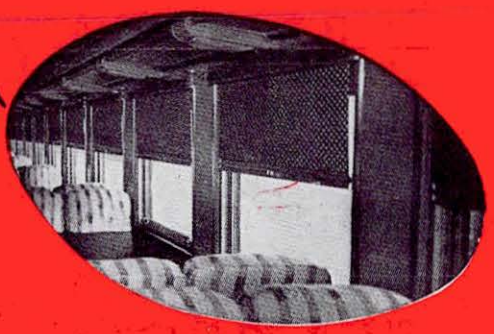

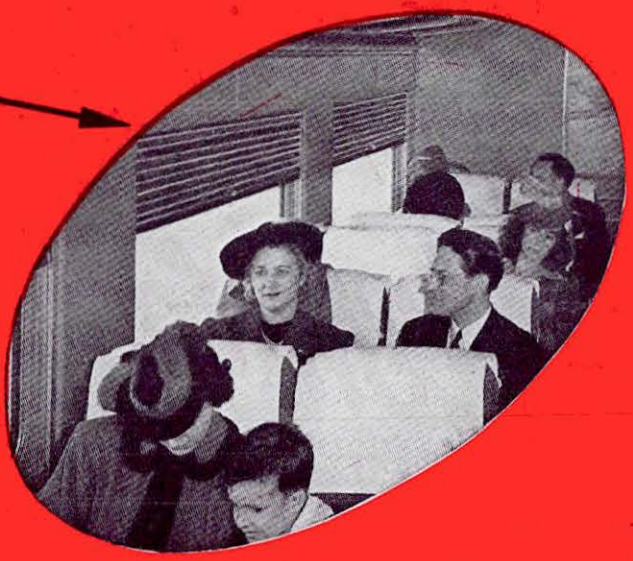

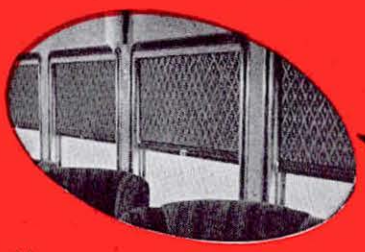

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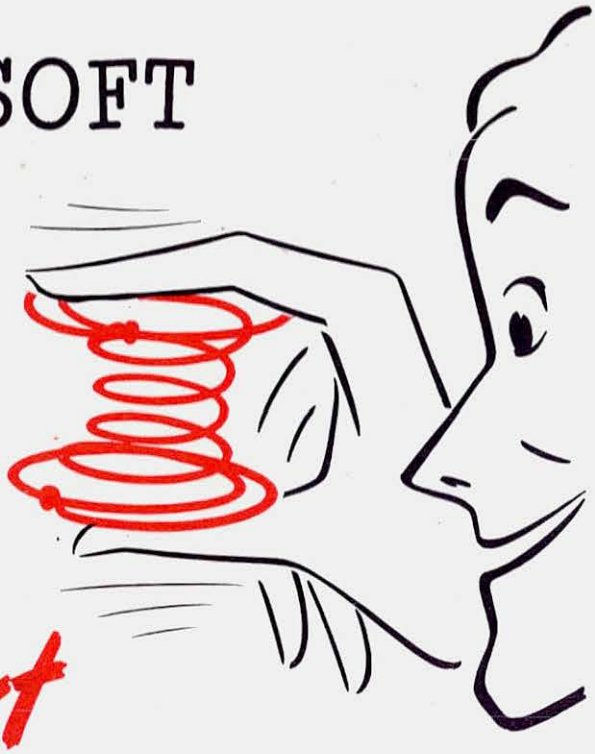

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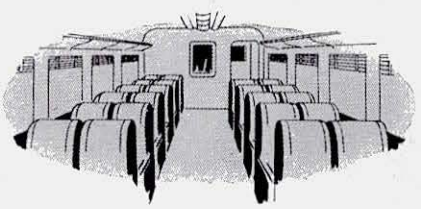

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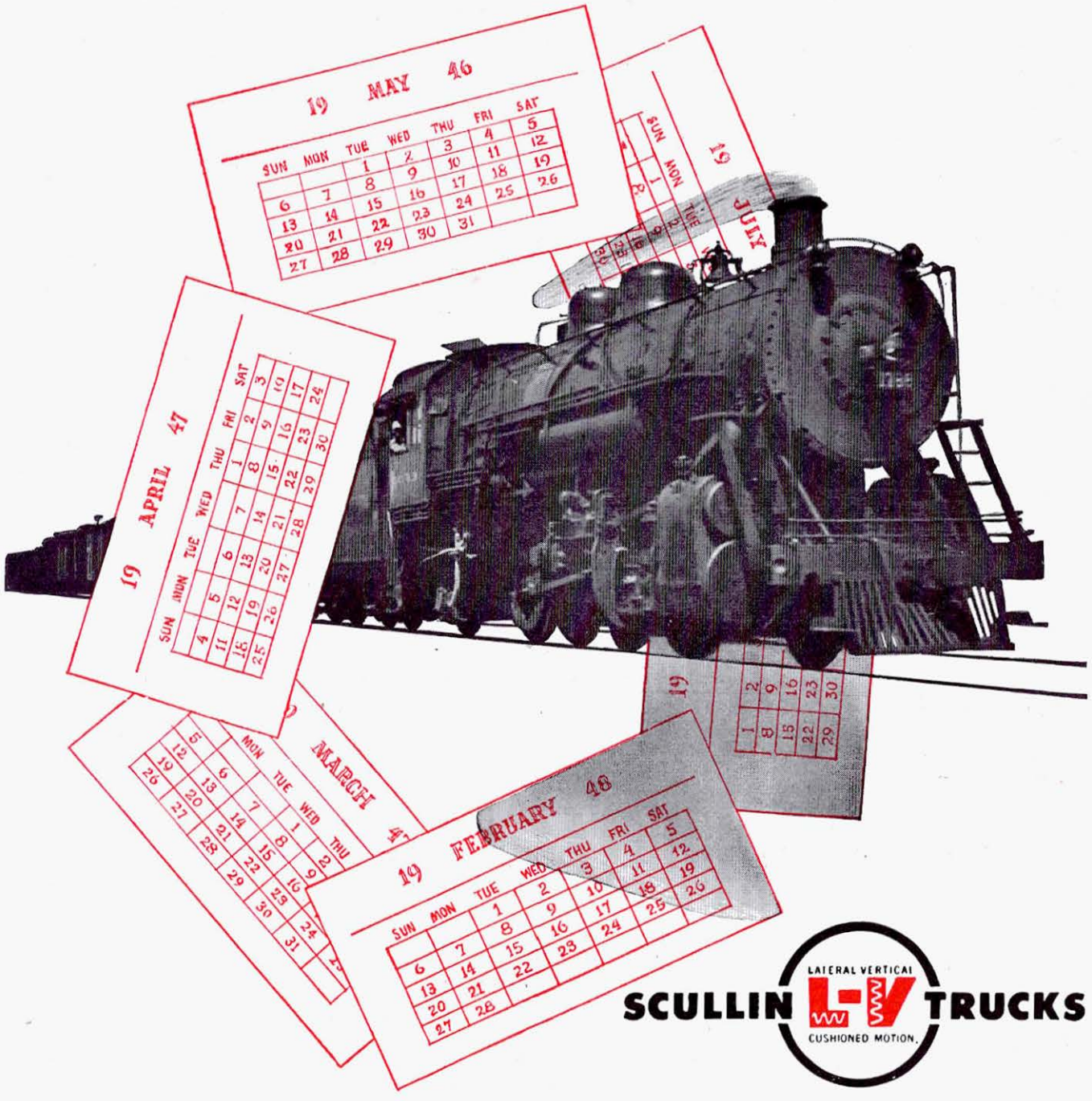
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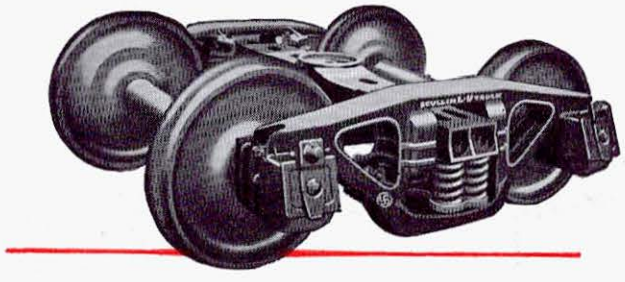

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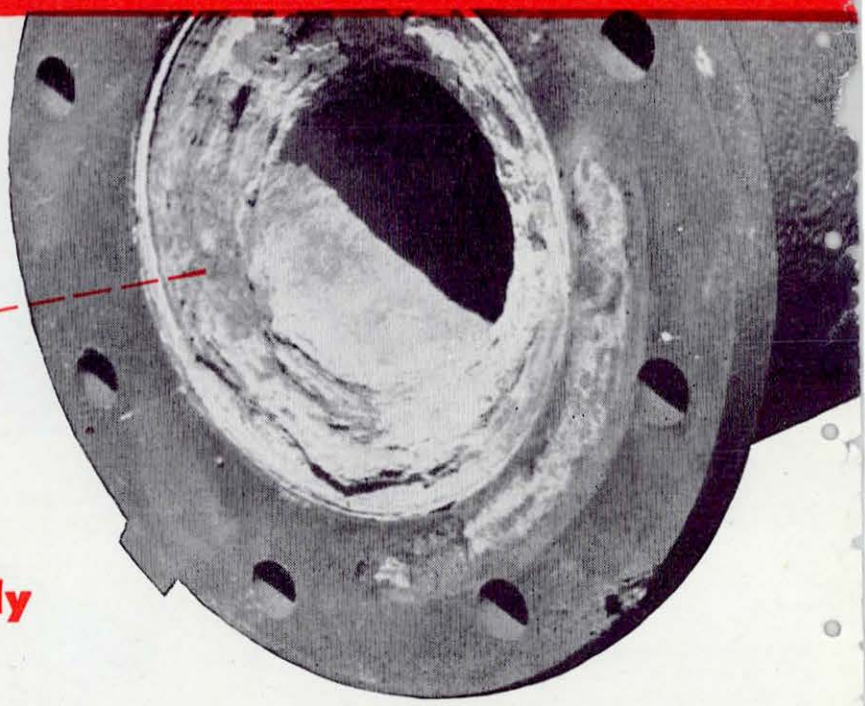

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Vol. 124, No. 21 May 22, 1948

RAILWAY AGE

With which are incorporated the Railway Review, the Railway Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office.

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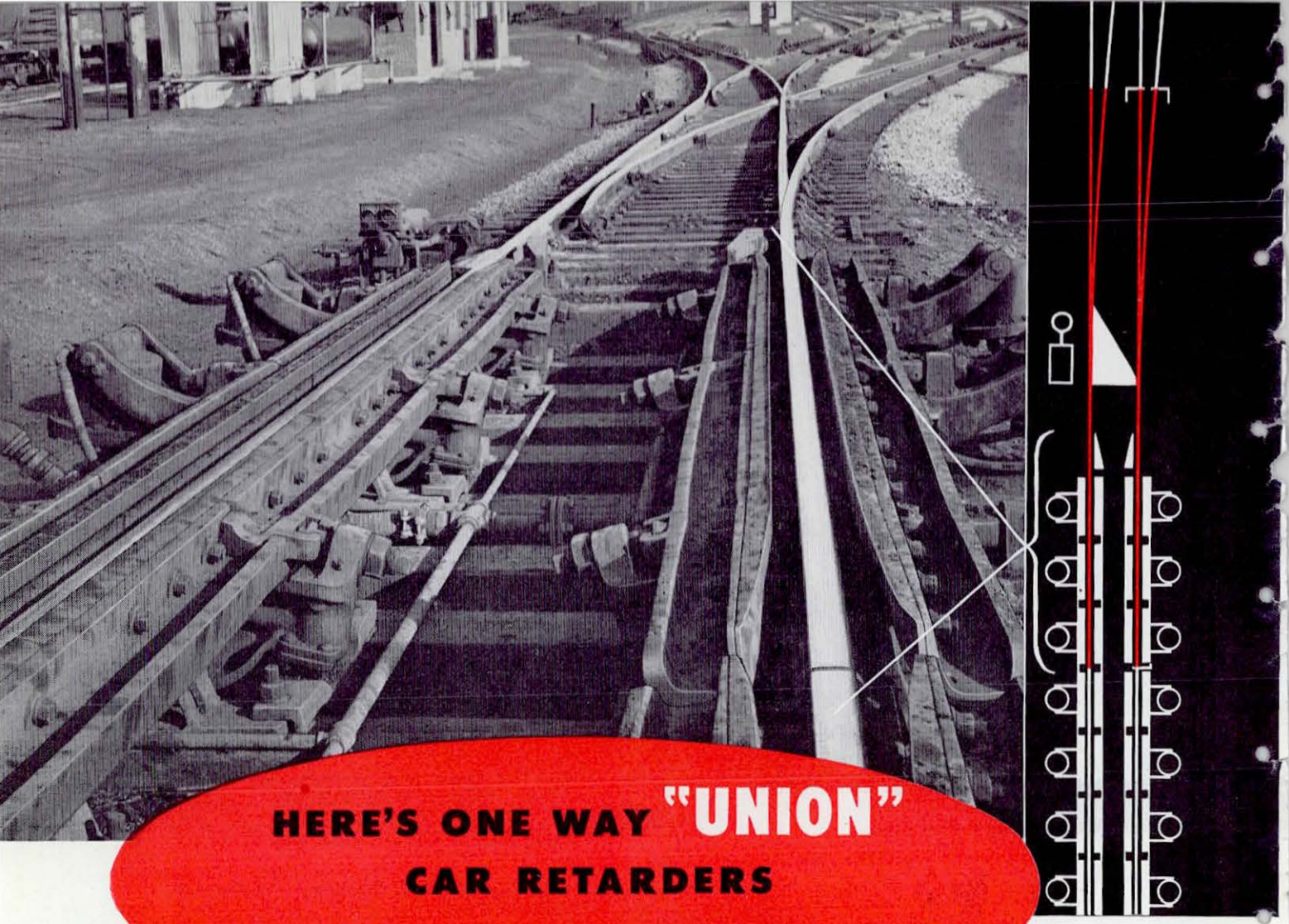

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WEEK AT A GLANCE

IN CONFERENCE: Now that the hold-out ops' leaders have failed to secure from the White House the sort of *ex parte* disposition of their rules-change demands that they appear to have expected, they were, as this issue went to press, engaged in the elementary and direct—and frequently effective—procedure for settling differences by sitting down to discuss them with the other party. Meanwhile the government, for the third time in a little over four years, was in ostensible control of the railroads. In taking this course in their search for someone to pull their chestnuts out of the fire the three heap big chiefs at least exhibit a refreshing and wholesome respect for the power of Judge Goldsborough's court, and a revealing passion for staying as far from its precincts as they can. The week's happenings in the case are reported in the article on page 48.

HOW TO STOP RAILROAD STRIKES: One thing that the latest crisis in railroad labor relations has done is to make it clear even to the majority of professional commentators that the much-touted Railway Labor Act is a washout as a piece of effective legislation. The honest and practical treatment for it is obvious and simple—repeal. The leading editorial in this issue points out that the Republican majority in Congress exhibited some resolution and appreciation of realities when it passed the Taft-Hartley Law in the face of bitter opposition by labor leaders and the Administraton. While the opportunity was lost then to subject the brotherhoods to the mild restrictions on monopolistic union practices that were applied otherwise by that law, those provisions, or others more closely attuned to the public interest in uninterrupted transportation service, still can be extended to the railroad brotherhoods. There will be peace on the railroads when the majority in Congress acts to reinject into striking some of the element of risk the Railway Labor Act removed.

APPLICATION DENIED: The Interstate Commerce Commission doesn't think it will be a good thing for the country—as Congress has drawn up the specifications— for Robert R. Young, and Robert J. Bowman, as Chesapeake & Ohio officers, to be directors of the New York Central. The basis of its decision, and the competitive angles involved, are detailed in the article on page 32.

TREATMENT FOR TRACKWORK: Illustrations in this issue show the processes by which the Bethlehem Steel Company has been successful at its Steelton plant in the controlled heat treatment of frogs, switches and crossings to obtain uniformity in toughness and hardness and proper alinement and curvature to meet exacting specifications.

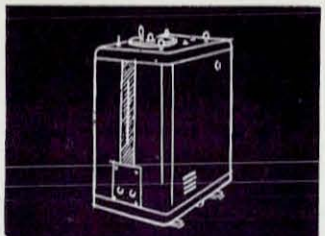
REVENUES FORECAST: The latest I.C.C. estimate of the additional revenues to be expected from the Ex Parte 166 rate increases— on an annual basis, and without any traffic slump—comes to $1,540 million, of which the western roads would get $602 million. These data are included in the latest "Monthly Comment," reviewed on page 46 this week. The commission's statisticians have figured out, also, that, provided freight and passenger business hits specified levels, present freight, passenger, mail and express rates ought to produce total annual operating revenues of about $10 billion, or 39 per cent above the mid-1946 basis. Gross in April, 1948, is estimated by the A.A.R. as $586 million (for Class I roads), our news pages reveal.

PUBLIC RELATIONS BY MAIL: New York Central employees are being urged to learn about public relations at home, if their work and its location make it inconvenient for them to attend the classroom courses by which the road has been developing a better understanding among its employees of their importance in this phase of its operations. More than 5,000 "students" already have enrolled in the mail course, a description of which appears in the illustrated article on page 34.

MORE COMFORTS THAN HOME HAS: Another sample of what the railroads and the car builders have up their sleeves in the way of new equipment for postwar passenger trains is the Pennsylvania's recreation cars for its all-coach "Jeffersonian." This A.C.F. product is pictured in this issue (page 44). Even with the federal treasury to meet their operating deficits, the air lines haven't come through with anything like this.

WILL COAL COME BACK?: The future of the coal-burning steam locomotive is a matter of grave concern not only to the railroads and to the locomotive builders and associated industries, but also to the coal and petroleum industries, to owners of dwellings and small businesses, and to the national defense. These interests are all involved because there is at least some doubt about the adequacy of the supply of petroleum products to meet all military and domestic needs if another war should occur. The more the railroads depend on oil fuel for motive power, the more important is the availability of that fuel under all conditions. The petroleum industry's ideas about its ability to match production to demand were set forth in our May 1 issue, and this week (page 37) a qualified spokesman for the coal industry looks at the locomotive fuel situation as it is now, and as it may become, from that industry's point of view.

HALF A LOAF—: A severely pruned version of the Bulwinkle Bill has gone to a House-Senate conference, out of which is expected to come a compromise for Mr. Truman's consideration. An article in this issue (page 42) pictures the background of this development of a measure which, if it becomes law, will make it possible for railroads to make joint rate agreements without being subject to Justice Department persecution under the anti-trust law. But the department obviously still labors under the delusion that the only people in Washington or in the country who have any regard for the public interest are on its payroll.



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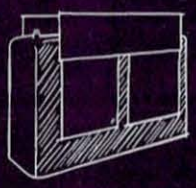

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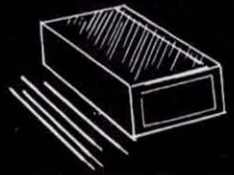

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A CHALLENGE TO THE G. O. P.— REPEAL THE RAILWAY LABOR ACT!

The leaders of the railway engineers', firemen's and switchmen's unions have rendered a great public service—without, of course, intending to do so—by largely destroying the wholly mistaken, and hence dangerous, popular impression that the Railway Labor Act is a "model" labor law. The fact is that the Railway Labor Act — especially since it was extensively amended at the unions' behest in 1934 and largely nullified by President Roosevelt in 1941—is just as defective and perverted as the discredited Wagner Act or congressional efforts at class legislation, designed to buy the votes of organized minorities at the expense of the general welfare.

Clear Proof of Failure

The illusion has been sedulously nourished for more than a decade that this act has preserved a greater degree of industrial peace on the railroads than has obtained in other industries, but the evidence of recent years is incontrovertible that there has been at least as much unrest and conflict on the railroads as in any other major industry. Within a little more than four years the federal government has had to "seize" the railroads no less than three times, either to forestall or bring an end to nationwide strikes of railway employees.

Along with the undeserved reputation for beneficence enjoyed by the Railway Labor Act has gone a parallel illusion that the leadership of the railway operating unions has been more "conservative" and public-spirited than that of other labor organizations. The actual fact, of course, is that the leaders of these unions have since the early days of the recent war stirred up more trouble for the national government and imperilled the country's well-being more frequently than any other labor leaders, with the possible exception of John L. Lewis. They have shown themselves to be just as reckless, self-centered and anti-social as Lewis, though perhaps not so intelligent.

Under this much-vaunted Railway Labor Act, the leaders of railway operating unions in December, 1943, and again in May of 1946 and 1948 threatened to tie up the country's transportation to enforce demands for more liberal concessions in wages and working conditions than those to which Presidential "emergency boards" found them entitled, and in 1946 they actually did tie up the railroads. They would undoubtedly have done so on May 11 this year, if the government had not "seized" them under the President's "war powers," and thereafter secured an anti-strike injunction under the fiction that the railroads were being operated by the government. If either the Railway Labor Act or the railway operating unions had anything of the superiority popularly ascribed to

them, resort by the government of the United States to this humiliating subterfuge to prevent paralysis of the national economy would not have been necessary.

The solution to this impasse is squarely up to the Republican leadership in Congress which went to such great pains to exclude the railway unions from the provisions of the Taft-Hartley Law. That statute, while far from perfect, would at least have made it possible to enjoin the threatened railway strike without resort to the pretense that the country is at war and that the railways are being operated by the government. The Taft-Hartley Law also contains a specific prohibition against "featherbed" rules, which, under the so-called "Adjustment Board" procedure prescribed by the Railway Labor Act, have developed into a legalized racket whereby the railroads—and, indirectly, the shipping and traveling public—have been and are being mulcted of millions of dollars for work not actually performed. Thus, whatever its imperfections, the Taft-Hartley Act, if applied to the railroads, would at least confer two important public advantages which the Railway Labor Act has failed to afford, viz., (1) forestall such strikes as those threatened by the railway unions in 1943, 1946, and on May 11 this year and (2) make illegal the "featherbedding" practices which the Railway Labor Act actively fosters.

This situation cannot be evaded by the Republican leadership, because its enactment of the Taft-Hartley Law last year showed its ability to deal resolutely with other intransigent unions, despite Administration opposition and the anguished complaints of the union officers affected. If the Republican leaders last year had shown the understanding and the courage in dealing with the railway unions that they demonstrated in dealing with the remainder of organized labor, the present crisis on the railroads would not have arisen. If these G.O.P. leaders now fail to deal resolutely with this railway crisis in the light of the obvious circumstances which have brought it on, then theirs will surely be the blame if, in the absence of repeal or substantial revision of the Railway Labor Act, another crisis like the present one should recur. And it will recur, because the law as it stands is fatally defective.

Seniority Rights Are Valued

Comparative peace existed under the Railway Labor Act from its enactment in 1926 until the time of the Roosevelt regime because the unions were in a chastened frame of mind as the result of their disastrous loss of the 1922 shop strike. Peace continued to exist after President Roosevelt had made it plain that strikers took little if any risk—because the worried railways, for fear lest a worse fate overtake them, accepted for a time everything the unions insisted upon under the framework of the act and in addition to it. This went on until the end of 1943, when, as always happens, extortion was carried to intolerable lengths and the resistance of the railroads began to stiffen. Since then, the shortcomings of the Railway Labor Act have been apparent to anyone not wilfully blind or allergic to incontrovertible evidence.

Industrial peace can be achieved with relative ease on the railways if Congress (1) will curtail or abolish the privilege (it can never be deemed a right) the unions now enjoy to conspire to strike on more than one railroad at a time and (2) will remove the restrictions which prevent individual railroads from fighting a strike (e.g., the prohibition against the interstate transportation of strike-breakers). *In an industry where seniority rights mean as much to employees as they do on the railroads, strikes will not occur in the absence of intolerable provocation unless striking is made a perfectly safe activity,* with no possibility that the strikers will ever lose. The railways and their employees will regain the reputation for industrial harmony which they have unfortunately lost, if Congress will reinject into striking some of the element of risk which the Railway Labor Act unwisely removed.

INDUSTRY COOPERATION BRINGS MAXIMUM BENEFITS

One of the finest examples of cooperation between producers and consumers, to the advantage of both, is that which has long existed between the wood preserving industry and the railroads—largely through the auspices of the American Wood Preservers' Association. And at no time has that cooperation been more firmly established than at present—a fact that was clearly in evidence during the recent annual meeting of the association at St. Paul, Minn., reported in these pages in the May 8 issue.

The close relationship between these two interests is a "natural." It is true that the art of preserving wood antedates the railroads by thousands of years. In fact, in the book of Genesis we are told that the patriarch Noah was commanded by the Lord to apply pitch to the timbers used in the construction of the ark. Through the succeeding years history records that a number of new substances were found to have value for preserving wood, and a few American railroads were treating some of their crossties prior to 1850. But it was not until the railroads began the treatment of their

ties on a large scale during the early 1900's that a really large volume of wood received preservative treatment.

Since that time, tie treatment has become general, more than 94.3 per cent of all ties inserted in tracks in 1946—the last year for which complete figures are available—having had the application of some form of preservative. At the same time, millions of feet of poles, piles and construction timbers have been treated for railroad use. The roads for many years took the bulk of the output of the wood preserving industry and continue to be the industry's largest single customer.

It has been correctly said that the railroads were largely responsible for the growth of the wood preserving industry in the United States, and, indirectly, for many of the developments in treatments and in treating practices that have taken place during the last half century. At the same time, it can be said with equal truth that, through their major interest in the end-products of the industry, the railroads, among all consumers of treated wood products, have gained most from the industry, to mention only the huge savings that have been made through the preservative treatment of ties, the life of which has been prolonged from two to eight times in most instances.

All the way thus far the interests of the treaters and the railroads as consumers have gone hand in hand, and, valuable as this cooperation has been to date, the need for close collaboration continues unabated. In the face of an overtaxed timber supply, the need for forest conservation, and rising costs, there are still large opportunities for further advancement in both the art of timber preservation and the use of treated timber. And the field of treatment to render wood fire retardant, as well as resistant to decay and insect attack, has hardly been scratched.

WHY HANDICAP A GOOD TOOL?

Speaking before a group at the Machine Tool Forum held at Westinghouse Electric Corporation, Buffalo, N. Y., last month, Myron S. Curtis, assistant director of engineering of Warner & Swasey Co., made a statement which is of far-reaching importance to the railroads with respect to machine-tool equipment and the economies related to it. He said, in part:

"The productive capacity of any machine tool is controlled by two major factors. These are: *machining time*, that is the time actually spent in the removal or forming of metal, and *handling time*, that is the time required to load and unload the workpiece, to change speed, bring the tools into position, etc. In order effectively to increase the productive capacity of a machine tool, attention must be given to both of these factors. If machining time alone was continually decreased, the handling time would soon be so far out of proportion that any further decrease in machining time would result in only a slight improvement in productive capacity."

Constant improvement of machine tools over a period of years has made it possible to reduce the actual machining time on many operations in railroad shops to the point where the time saving in comparison with a similar operation on machines ten to thirty years old is quite remarkable. Because of intricate design, necessarily elaborate controls and increases in the cost of manufacture, modern machine tools are priced considerably higher than the machines of ten to thirty years ago. The cost of labor in a railroad shop in the same time has gone up in many cases more than 100 per cent.

It has been pointed out frequently that a major portion of the machine-tool inventory of modern locomotive and car shops is definitely obsolete and, on the basis of better performance both as to time and accuracy of workmanship, a large part of these machines could and should be replaced. Many railroad mechanical officers do not seem to be convinced of the justification for the replacement of these machines—and in all too many cases this lack of confidence in the economic potentialities of modern machine tools arises from an erroneous conclusion drawn from what is known as the floor-to-floor time on a machining job, which is a combination of machining time and handling time. There are too many examples of railroads that have purchased expensive machines and, in the interest of what seemed to be economy, have failed to spend additional amounts necessary to equip the machines with adequate tooling and handling equipment. The result is that the purchaser is deprived of the real economies of an expensive machine because too much of the study was concentrated on machining time and not enough on the question of handling time.

The potentialities of modern machine tools on railroad machining operations are such that no railroad can hope to secure the greatest return on its investment in machine tools unless a real shop engineering job is done in surrounding the new machine with related facilities to cut down the ratio of handling time to machine time.

There are numerous opportunities for investing funds in labor-saving machines that will repay the capital cost in three years or less. When it is considered that somewhere from ten to fifteen per cent of all the expenditures for repairs to steam locomotives bear a definite relation to a machine tool, it is not difficult to see that substantial sums are involved.

DENIES YOUNG N.Y.C. DIRECTORSHIP

I.C.C. also rejects Bowman application and related petition of C.&O. and Alleghany Corporation for release of the former's Central holdings from trusteeship

Adopting recommendations made last December in the proposed report by Assistant Director C. E. Boles of its Bureau of Finance, the Interstate Commerce Commission has denied the applications of Robert R. Young and Robert J. Bowman for authority to serve on the New York Central's board of directors while continuing also to hold Chesapeake & Ohio directorships and their respective present positions of chairman and president of that road. The decision, dated May 10 and made public May 14, also denied the related petition of the C.&O. and Alleghany Corporation for release of the former's 400,000 shares of N.Y.C. stock from the requirement whereby it has been deposited with the Chase National Bank, as independent voting trustee, under the trusteeship created pursuant to the commission's June 5, 1945, order approving Alleghany's control of C.&O.

The commission's adverse order in the present proceeding was based on findings that granting of the applications and petition "would be tantamount to sanctioning a violation of section 5(4) of the Interstate Commerce Act and possibly section 7 of the Clayton Act." The latter forbids any corporation from acquiring stock in another corporation when the effect "may be to substantially lessen competition" between the companies involved. Section 5(4) of the I.C. Act makes it unlawful to effectuate "control or management in a common interest" of two or more carriers, unless it is done pursuant to commission approval of an application filed under section 5(2).

No such section 5(2) application was involved in the proceeding, Messrs. Young and Bowman having filed under section 20a(12) which makes interlocking directorships unlawful unless authorized by the commission—"upon due showing . . . that neither public nor private interests will be adversely affected thereby." In that connection the report makes other adverse findings which hold that the applicants "have not shown such special circumstances as warrant a departure from conclusions stated" by the commission in previous directorship cases; and that they "have not shown that neither public nor private interests will be adversely affected" by consummation of their plans.

Alldredge Absent—Would Have Voted "Aye"

The report was unanimous, but it bears an unusual notation stating that Commissioner Alldredge, who was absent at the time of its adoption, "desires to say, however, that if he had been present he would have voted to grant the petition and applications." Another notation stated that Commissioner J. Monroe Johnson participated. Since he became director of the Office of Defense Transportation, Colonel Johnson has usually participated in the disposition of only the more important proceedings before the commission, or in cases where his vote was needed to break a tie.

While the commission used much from the proposed report (see *Railway Age* of December 13, 1947, page 64), it omitted some of Mr. Boles' sharpest criticisms of the applicants. Left out, for example, was the Boles appraisal of the financial transactions whereby Messrs. Young and Bowman put themselves in a position to bid for Central directorships as evidence of a "willingness to take great risks" with C.&O. funds. Like Mr. Boles, however, the commission calculated that Mr. Young has only an 0.000175 per cent interest in the assets of N.Y.C.

On the matter of "banker control" of the Central, the commission said, in a footnote, that "the alleged control is not shown on this record." In C.&O. and N.Y.C. annual reports it found information indicating that 8 of the former's 15 directors "are connected with banks and trust companies," while 6 of the Central's 15 directors have such affiliations. As to "ownership interest," the annual reports turned up for the commission this information: "As of December 31, 1947, directors of the New York Central held in their own names 46,214 shares of the company's stock. None held less than 100 shares. As of the same date directors of the Chesapeake & Ohio held in their own names 2,862 shares of the company's stock. Three, including Applicant Young, held 10 shares each. Applicant Young represents the 516,234 shares owned by Alleghany. What holdings of New York Central stock, other than their own, may be represented by New York Central directors, or the amount of such holdings, is not shown."

Wanted Voice in A.A.R. Affairs

In another place the commission noted the applicants' statement that they considered the N.Y.C. stock "a sound investment," and then went on to assert that "the stock was not acquired as an investment." One of the purposes for which it was bought, the report added, was "to effectuate an association" between N.Y.C. and C.&O.; and "the record indicates that there were also other reasons for the purchase."

The latter statement is elaborated upon in a footnote which quotes some of Mr. Young's testimony, including that wherein he indicated his expectation that acquisition of a voice in N.Y.C. would give him a voice in affairs of the Association of American Railroads. The footnote went on to recall that Mr. Young had also said that acquisition of the Central stock might make him and his associates "more persuasive"

in selling their proposed "reforms in railway service and operations" to the A.A.R. As the footnote put it, Mr. Young made this statement "after claiming credit for bringing about competitive bidding in the marketing of railroad securities, the inauguration of through passenger service (without changing trains at Chicago or St. Louis) and the elimination of black markets in Pullman reservations, largely through advertising and appeals to the public."

Dealing with the testimony, which laid "great stress . . . on the benefits which it is asserted the Chesapeake & Ohio can bring to the New York Central in the handling of its passenger traffic," the commission also found in the record evidence showing that, during the 1936-46 period, the C.&O. "accrued a loss of more than $47,000,000 from its passenger operations," while the Central was "accumulating a profit of over $34,-000,000." The annual C.&O. deficit from passenger operations, the report added, "has increased from $5,436,000 in 1936, the year preceding the year in which Applicant Young became associated with the Chesapeake & Ohio, to $7,810,000 in 1946, while the management of the New York Central was turning a deficit of $8,230,000 for 1936 into a profit of $1,250,-000 for 1946." Here also was cited testimony of a witness for the applicants who "admitted that the management of the New York Central is alive to the passenger problem, and referred to improvements being made and new equipment being ordered for its passenger service."

Unification Evidence "Irrelevant"

As noted above, the Young and Bowman applications were filed under section 20a (12), and the commission tested them under principles it has laid down in previous cases arising under that section. In the absence of an application under section 5 (2), it rejected as "irrelevant" all evidence "relating to control of the New York Central or ultimate unification" of that road and the C.&O.

In offering such evidence the applicants pointed out that, when the act's consolidation-plan provisions were in effect, the commission generally authorized interlocking directorships if the railroads involved had been assigned to the same system under the commission's consolidation plan. The commission's answer was that repeal of the consolidation-plan provisions by the Transportation Act of 1940 ended its authority to make any such "predetermination as to carriers which might in the public interest be consolidated or otherwise unified."

Previously the report had referred to testimony wherein the applicants and petitioners had said "that if they are permitted to proceed with their plans there may never be an application for control"; there might instead be a proposal "at some future date" for "a 'side-by-side' unification," but that "would depend on many things" and "many factors not presently foreseeable." "Petitioners and applicants," the commission went on, "thus seek to justify their petition and applications on the basis of benefits to the Chesapeake & Ohio, the New York Central, and the public, which by the applicants' own admissions may never come about, but which in effect require us to prejudge a matter which is not and may never be before us."

Discussing the proposed modification of the trusteeship conditions to permit release of the N.Y.C. stock, the commission stated that those conditions were imposed for the purpose of obtaining assurance from the C.&O. and other respondents in the 1945 proceeding "that if the provisions of section 5(4) had been or were being violated, no further violations of those provisions should occur." After reviewing at some length the testimony of Messrs. Young and Bowman as to the roles they hoped to play as N.Y.C. directors, the commission summarized its appraisal of the stock-release proposal as follows:

The Trusteeship Conditions

"From the record it is clear that modification of the order of June 5, 1945, so as to permit the Chesapeake & Ohio to acquire legal title to the 400,000 shares of New York Central stock and exercise the voting rights incident thereto and to allow applicants to serve as directors of the New York Central is intended to give them power to control the policies of that carrier. It is also clear that it is the purpose of applicants, if they are permitted to serve as directors of the New York Central, to effectuate the control, or at least the management, of that company and the Chesapeake & Ohio in a common interest. Under the provision of section 5(4) this in unlawful unless authorized as provided in section 5(2), which is specific as to the nature of the transactions we may approve. Section 5 (2) gives us no authority to approve management in a common interest through the use of common directors or officers."

Coming to its consideration of the directorship applications as filed—under section 20a(12)—the commission asserted that the applicants there had "the burden of making an affirmative showing sufficient to convince us that neither public nor private interests will suffer." It went on to set out the norms developed in previous directorship cases for determining whether the required showing had been made.

Those previous decisions, as the commission summarized their rulings, have held that: "(1) A showing of the absence of competition between the carriers involved is essential, and this is even more important since enactment of the Transportation Act of 1940 than prior thereto; (2) even in the absence of direct competition of parallel tracks, if either carrier has an election, as between the other carrier and another road or roads, as to routing of traffic at interchange points, public and private interests will be adversely affected by an interlocking directorate; (3) the applicants must show that there are no existing or prospective conflicts between the interests of the respective carriers, e.g., if there are prospective negotiations between the carriers in question for consolidation of their properties, no person, regardless of his high character, should 'be asked or permitted to sit on both sides of the table'; (4) the applicants must show that the interlocking positions 'will not tend to accomplish or effectuate the control or management in a common interest of the carriers' and 'will not tend to interfere with the independence of those carriers'; and (5) because of the importance of maintaining complete independence and impartiality between major railroad

(Continued on page 50)

NEW YORK CENTRAL OFFERS CORRESPONDENCE COURSE IN PUBLIC RELATIONS TO ITS EMPLOYEES

The New York Central System recently added a correspondence course to the public relations curriculum it has been operating for employees during the past several years. Designed to reach those employees who, because of unusual working hours or varying locations, particularly in train service, have been unable to take advantage of the conference class courses held at various points on the system one night a week for six weeks, the new course also is available for employees who have graduated from the classroom course. L. W. Horning, vice-president, personnel and public relations, in announcing the new course, said that over 50,000 employees have attended the conference courses. (See *Railway Age* of July 8, 1944, and June 24, 1944, for a description of the classroom courses and the instruction methods.)

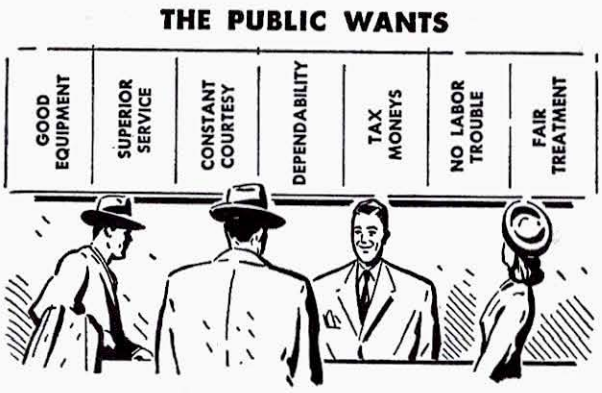
Consisting of four short, illustrated sections entitled "How Good Will and Money Work on the Central," "How to Win More Friends," "Your Part in Moulding Public Opinion" and "Getting Ready for That Promotion," the new course, for which more than 5,000 employees already have enrolled through their individual supervisors, emphasizes the value of employee courtesy whether on or off the job, lists numerous practical methods for improving relations with the public and provides basic knowledge about the operations and economics of the company and the relationships of its customers, employees, management and investors. Sections are sent to employees separately. Each one ends with a list of questions and after each question five possible answers are given. The employee is asked to check the correct answer to each question and mail the list directly to the road's Personnel department in New York.

After the answers are graded, the next section, plus the graded paper, is returned to the employee at an address designated by him, and so on, until the course has been completed. A binder is furnished in which the four sections may be saved for future reference. Grades are strictly confidential between the employee and the Personnel department. At the end of the course any employee with a grade of 75 per cent or better will be awarded a certificate attesting to his proficiency. To average 75 per cent, employees must answer correctly 39 of the 52 questions which are spread over the four sections. Three accompanying illustrations are from section one of the course.

Public Relations Defined

Public relations is defined in the introduction to the course as "the contacts you make every day—on the job, and with your neighbors and friends. They are the words you speak, the smile on your face." If the employee is friendly and courteous, the introduction adds, and if he knows facts behind the operation of the railroad, the chances are he will be held in high regard by his supervisors and fellow Central employees and by his neighbors and friends.

"Expressed briefly," it continues, "good public relations means thinking of the other fellow—doing for him just what you'd like to have him do for you, if he were in your shoes. It's just as simple as that. And it doesn't cost you a cent to have good public relations. All you need do is invest a little time in this easy course, and practice what you learn. It can pay you big dividends! Naturally, the New York Central also stands to gain. The stakes are high in the struggle for favorable public opinion. For example, almost everything the public says about railroads in general has a direct effect on us, because informed public opinion is the basis of national and state legislation and policies. If Central employees are universally recognized as courteous, informed and helpful, more passengers and shippers will use Central service instead of using competing forms of transportation. The battle



for the transportation dollar is becoming increasingly competitive. The more we can increase our share, the better it is for all of us. It means more new equipment and facilities and other benefits for both our employees and customers, and more job security and more opportunities for promotion for employees."

Section one of the course describes briefly the beginnings of modern business, showing the origins of three groups important in every business enterprise: the employees, the management and the owners. The interdependence of these groups, and how they must work together to meet the wants of the public, is then indicated by an extended discussion of their actual relationships in the New York Central.

Employees are reminded that the fundamental purpose of business activity is to satisfy human wants, to produce the goods or services which the public will buy, and that if these desires are satisfied at a reasonable price, and the service is of good quality, the public will support the business. Furthermore, "to have public opinion of the Central be as favorable as possible, we must organize our activities so that they will impress the public with force and clarity. Every employee can help—the railroad *and* himself—by 'selling' the Central to his friends and neighbors at every opportunity. It's all reflected in your working conditions and your pay check. . . . To the public, the Central is always *you* and many thousands of employees who represent it on and off the job. Advertising and publicity alone cannot create good public relations, though they can help immensely in calling our deeds to public attention if the employees back this with courteous deeds."

Typical Questions

Typical of the 14 questions to be answered by the employee are the following:

(A) Good will is so important to a business that it is recognized as all except one of these (check the wrong one): 1—Public confidence in the business. 2—Public acceptance of the firm's goods or services. 3—A responsibility of only the management. 4—A factor in the increase of business volume. 5—Having definite value in terms of money.

(B) The Central's investors have provided tools, equipment and facilities, representing an average investment for each employee of: 1—$9,000. 2—$3,000. 3—$10,000. 4—$18,000. 5—$25,000.

(C) Under the Transportation Act of 1920, Congress established 5.75 per cent as a fair rate of return. Since then the railroads have earned this amount in: 1—No year. 2—During the war years 1942-1945. 3—The decade 1930-1940. 4—The period 1924-1928. 5—1929.

The "more satisfied customers we have, the better it is for all of us," is the theme of the second section. Satisfying the public, it is pointed out, is a job for all employees, including those who have indirect contact with the public as well as those who have direct contact. Among those who have indirect contact are engine crews, maintenance crews, roundhouse forces, shopmen and section hands, whose cooperation is essential in providing a service that is efficient, satisfying and safe. For those employees whose contact with the public is direct, stress is placed upon courtesy, personal appearance, alertness, poise, tact, keeping alibis to the minimum and performance to the maximum, and writing letters with a personal touch.

Three of the 12 questions on this section are:

(A) Perhaps the greatest single factor for further improvement of railroad service would be 1—Cutting rates. 2—Paying more taxes. 3—Friendly courtesy in every situation. 4—Better bargaining procedures. 5—Air-conditioned stations.

(B) Politeness is important in every human contact on the railroad, for it: 1—Indicates an employee's interest in just himself. 2—Emphasizes an employee's desire to impress his superiors. 3—Is a mark of favoritism. 4—Reveals employee consideration of the rights of others. 5—Is the way to be certain of getting big Christmas gifts.

(C) The railroad can gain complete good will only when: 1—Customers get over a habit of growling. 2—The public is ready to extend it. 3—Every employee does everything he can to make our customers happy. 4—It is approved by the brotherhoods. 5—It is authorized by the Interstate Commerce Commission.

"Both on and off the job," section three says, "every employee has his individual circle of friends and acquaintances. . . . The number of contacts varies widely from employee to employee . . . [but] even if contacts by all employees average only ten people a day, the Central's 136,000 employees make well over

Augustus Hart, superintendent of the New York Central's Hudson and Mohawk divisions, presenting William J. Fitzpatrick (center), passenger brakeman, and Henry F. Brixius (right), passenger conductor, with their copies of the road's new correspondence course in public relations. Mr. Brixius and Mr. Fitzpatrick, who were the 5,000th and 5,001st enrollees in the new course, received their copies at Albany, N. Y., between runs.

a million personal contacts every day! Here is a remarkable opportunity to build up the Central and your job. Scientific opinion surveys show that people almost always believe what you say about the place where you work." In addition to emphasizing the importance of this opportunity for increasing favorable opinion of the railroad, section three includes a 12-point guide to making successful speeches for those employees who might be asked to give talks about the Central to community clubs or other groups.

Forms of transportation competing with the railroads, and the amount and types of traffic handled by each, as well as the effects on the taxpayers and the railroads of the government subsidies given to these competitors, also are discussed in this section. The question of land grants to railroads is placed in its proper setting by a review of its history and a recounting of the sums—vastly in excess of the original cost of the lands—paid back to the government by the railroads through rate reductions. The section closes with an exposition of the vital need for a sound transportation policy, developed according to the merits of each competing agency and placing all competing forms of transportation on an equal footing.

Among the questions asked on the information in section three are the following:

(A) Through your many daily contacts with the public on and off the job, you should strive to create more favorable opinions for the Central because of: 1—Your large stake in the welfare of the company. 2—A desire to intervene in someone else's job. 3—Its value to the management. 4—Its effect on regulatory agencies. 5—Your status as taxpayers.

(B) The airplane's great advantage over surface transportation is: 1—Low cost. 2—High pay-load ratio. 3—Flexibility and speed. 4—Ability to stop quicker. 5—Regularity of service.

(C) Subsidies to the air lines include all except (check the wrong one): 1—Special old-age pensions for pilots after 20 years' regular service. 2—Extra payments for transportation of air mail. 3—Detailed weather reports. 4—Airport facilities at little or no cost. 5—Intricate navigation aids.

According to a *Railway Age* poll, says the final section of the Central's correspondence course, five out of every eight railroaders said they would choose railroading as a career if they had to make a choice again. Outside the industry as well as within, the employee is reminded, the opinion of railroad employment is excellent. The particular advantages accruing to railroad employees in general, and New York Central employees in particular, are examined, including wages, retirement and unemployment benefits, stability of employment, pass privileges and opportunity for advancement. To get "ready for that promotion" three primary points are listed: First, there is no substitute for knowing and doing your own job well. Second, it helps to learn enough about the next-highest job so that you will be reasonably able to fill it when there is a vacancy. Third, one must have an ability to get along well with other people. The section closes with a discussion of the "success secrets" of supervisors.

Questions like the following comprise the final test:

(A) The direct pay of the average railroad employee in 1946 was $3,069, which was: 1—Substantially less than the money paid the average factory worker. 2—$143 below the pay of mining employees. 3—Below the average compensation of farmers. 4—More than the average pay of any other large group of employees and nearly $1,200 above 1939. 5—The result of N.R.A.

(B) President G. Metzman and his predecessor, the late F. E. Williamson, started their railroad careers as: 1—Clerks. 2—Rodmen. 3—Track laborers. 4—General managers. 5—Car foremen.

FREIGHT HANDLING COSTS—CORRECTION

The table showing the reduction in handling costs resulting from the mechanization of operations at the Pennsylvania's Polk street freighthouse in Chicago, presented on page 44 of the May 8 issue of *Railway Age*, did not add up properly due to the omission of a line of figures and the juggling of some of the figures in the typesetting. The totals, however, were, in each case, correct. The table, which showed the costs per ton for handling freight in August, 1947, a period of complete mechanization, as compared with the handling costs in August 1946, a period prior to mechanization, should have read as follows:

Inbound Freight	Cost Per Ton — Cents		
	August 1947	August 1946	Increase or Decrease
Labor—track level	194	218	D 24
elevation	25	32	D 7
street level	281	351	D 70
Total Labor	500	601	D 101
Cost of pallets	1	—	I 1
Maintenance of equip.	13	—	I 13
Fuel & lubrication	2	—	I 2
Total	16	—	I 16
Total — All Costs	516	601	D 85

THE OUTLOOK FOR COAL AS RAILROAD FUEL

Heavy replacements of coal with Diesel fuel reported for the eastern railroads—Comparative tests indicate that double-screened coal can justify a price differential of 10 per cent by tangible performance improvements—Intangible effects considered of even greater value

The paper of which this article is an abstract was presented before the April meeting of the New York Railroad Club by Earl C. Payne, consulting engineer, Pittsburgh Consolidation Coal Company, and chairman of the Motive-Power Committee of Bituminous Coal Research, Inc., as well as a member of the Steering Committee of the Mechanical Advisory Group, Locomotive Development Committee. His paper followed that of Dr. W. J. Sweeney, vice-president of the Standard Oil Development Company, which appeared in the May 1 *Railway Age*, page 42. The two papers, together with a number of questions, answers, and comments which followed their presentation, give well-balanced pictures of the present fuel situation from the viewpoints of the two great sources of transportation fuel.

The immediate and near future of coal for locomotive fuel is dependent upon the continued use of steam motive power. The newspapers have recently carried a brief mention of the report that the three large builders of steam locomotives have submitted to the secretary of defense and the Association of American Railroads. These builders have asked for a declaration of policy concerning the future purchases of steam motive power because, during this Diesel buying spree, they have had practically no steam locomotive business. These three companies have approximately $35,000,000 invested in facilities to build steam locomotives and cannot maintain this equipment and hold together the necessary manufacturing and engineering organization if the present trend continues.

The coal industry is also interested in this decision. A severe decline in the use of steam locomotives will require some future sales plans for the locomotive fuel being displaced. The rapid growth of the utility business will absorb much of the lost locomotive fuel, but if steam locomotives must carry the major transportation burden of this country in peace and in future wars, then the coal industry should provide facilities to supply the quality and preparation that is best suited for their use.

If the railroads and the government are unwilling to place orders now for new steam power, the builders should be told what they can expect. In any case, reasonably modern locomotives under 20 years old should not be scrapped because they will be needed, and fast, if we get into a war.

Coal for Freight Service

In my opinion, the bulk of the freight traffic will stay with coal for many years. Several factors seem to justify this conclusion. The petroleum industry is just beginning to publicize its problems in meeting the demands of this country for gasoline and the distillates used for domestic heating and Diesel engines. The known reserves show a precarious margin when compared with the accelerating demand for liquid fuel. Some of the oil companies have advertised and stated publicly that the solid-fuel industry should take over the "burden" of heating American homes, and every industry and utility now using distillate and residual oils is being warned that future supplies for space heating and steam generation will be limited and that conversions should be made back to solid fuel.

The reserve supply and production situation of petroleum is further emphasized by the government's proposal to sponsor a $9-billion synthetic-fuel industry which is supposed to prevent a shortage of liquid fuel, particularly in case of a national emergency. If such an emergency is not imminent, then it should be recognized that natural economic factors will eventually force the growth of a synthetic-fuel industry as soon as commercial processes are perfected and as soon as the synthetic products can be manufactured and sold in a competitive market.

One of the best ways to make available natural petroleum for these specialty uses in which solid fuel is entirely unsuitable is to stop the use of oil for such ordinary applications as space heating and steam generation—places where coal, with modern equipment, can be used with equal convenience and efficiency. Keep in mind that when coal and natural gas are converted to synthetic liquid fuel, over half of the heat value of the natural product is lost in the process. Also, this wasteful sacrifice in energy reserve to make oil from coal or natural gas can only be accomplished at a fabulous cost which, today, must be largely taxpayers' dollars. These conversion facilities will require a tremendous tonnage of badly needed steel (12 to 14 tons per barrel of capacity as compared to ¾ tons per barrel for natural petroleum refineries). It, therefore, seems of immediate importance that the billions of gallons of oil that are now being unwisely used, particularly for the generation of steam and heating by industry, be diverted into fuel channels in which natural coal will probably never be an acceptable substitute.

How Much Coal Has Been Displaced?

Possibly you may like to know how much coal is being replaced by Diesel oil on the eastern railroads. The Interstate Commerce Commission reports show that the eastern carriers in 1947 used approximately 50 million tons of coal and Diesel oil equivalent to

about 7.2 million tons. The two big carriers in this group used about 25.9 million tons of coal, and Diesel oil equivalent to 1.6 million tons. The Dieselization program already announced by these two roads will probably displace another 4.5 million tons of coal. In classes of service the eastern carriers use Diesels for 25.2 per cent of the total freight switching hours, 10 percent of the gross ton-miles of freight and 20.7 per cent of the passenger-train car-miles were hauled by Diesels.

Exclusive of electrification, the New England railroads are approaching complete Dieselization, and the other roads in the east range from less than one per cent to almost 100 per cent Diesels. If we take a pessimistic average of an eventual one-third Dieselization of these eastern roads, approximately 18 million tons of coal business, based on present traffic levels, may be lost. Unfortunately, when the time comes that current traffic levels are reduced, the steam locomotives which now average more than 20 years of age will be taken out of service and the newer Diesel locomotives will be used, assuming, of course, that adequate distillate fractions of petroleum are then available to carry all of the country's transportation and the needs in the military, civilian, and domestic heating fields.

Information has reached me from several eastern railroad men that their companies have about completed their Dieselization programs. The rapidly accelerating price of Diesel oil and the short supply situation, already noticeable, are evidently changing the competitive position of modern steam and modern Diesel locomotives.

Smoke, Cinders and Fly Ash

The public clamor for elimination of smoke and fly ash has undoubtedly been a major factor in the purchase of Diesel power. It is unfortunate that the representatives of the people in government have not been advised of the economic consequences of forcing conversions to oil simply to eliminate coal smoke and fly ash. This nuisance has been with us for more than a century and its immediate abolition should not be forced by stringent laws without regard to the full impact on the supply of heating oils which that same public uses. It is my firm belief that a well-informed people will not be unreasonable in their smoke demands if they are confident that the immediate abolition of all coal smoke is not in their best interests.

[Mr. Payne then read a letter which he had written in response to a request for information concerning the problems of smoke elimination by a member of a state legislature. Excerpts from this letter are quoted.]

"During the past several years, the Motive Power Committee of Bituminous Coal Research, Inc., has participated in certain research and development work on behalf of the coal industry, and a number of the railroads to improve the availability, fuel performance and operating cost of steam locomotives. We have been particularly active in research projects which have as their objective the reduction of objectionable smoke and the emission of fly ash from the conventional freight, passenger and switching locomotives....

"The pronounced trend to oil-burning Diesel locomotives, is, in a great measure, the result of "cracking down" on the smoke performance of coal-fired steam locomotives. Locomotives are popular disciplinary targets because they are conspicuously moving about and hundreds of people see every whiff of smoke from these fascinating work horses of transportation. Conversion to Diesel locomotives is a hazardous and expensive way to cure smoke problems. The capital investment for new Diesels and the scrapping of steam locomotives which are not obsolete is a tremendous financial burden that the public finally must pay for with still more increases in freight rates and passenger fares. Commuter service is particularly vulnerable to these increases because of the inherent inability efficiently to utilize available motive power throughout the day. The construction of new locomotives, at this time, to permit compliance with smoke laws will also divert available steel from many channels of greater economic benefit to the country as a whole. . . .

"The deficiency of transportation oils, both Diesel or heating distillates and gasoline, is so serious that it may affect our country's security in any future national emergency. Even though new refineries and more tank cars and pipe lines may alleviate the present shortage, it should be evident that the promiscuous use of this luxury fuel must be curbed until new oil reserves are discovered at a rate greater than the accelerating rate of use. This supply and demand situation is so serious that the government is proposing a $9 billion synthetic program.

"Most synthetic fuel processes are in the laboratory or pilot-plant stage and future producers of synthetic Diesel oil and gasoline from oil shale, natural gas and coal certainly cannot correct the deficiency of natural petroleum or produce it at a competitive cost within the next ten years or more. A national emergency in the next decade will find the military machine using all available Diesel oil and gasoline in the defense of the country and if the railroads are to become more and more dependent on oil for their motive power, they had better put the coal-burning steam locomotives in moth balls because coal will have to carry the rail transportation burden as it did in the last war. Incidentally, the domestic oil user will probably be cut off completely instead of being rationed as was done during the last war....

"Bituminous Coal Research, Inc., the national research agency of the coal industry, and the railroads are financing and actively cooperating on many research projects which are expected to improve the overall operating cost and the general acceptability of motive power using coal for fuel. Intensive research work is now in progress to reduce the emission of smoke and cinders from conventional locomotives. The over-fire air jets are giving excellent smoke performance on stationary boilers and switching locomotives and are even of considerable help on road locomotives, particularly in operating around terminals. Additional research work, however, must be done and this will require time before we can obtain universal public approval of the smoke performance of existing conventional locomotives.

"Concerning your inquiry about the use of low-volatile coal and mixtures of bituminous and anthracite, the use of locomotive fuel of lower average volatile content may be helpful to careless firemen but it is

no guarantee of smokeless performance. Although one may get some little improvement in smoke performance, the low-volatile coal is finer in consist, slower in ignition and there will be a substantial increase in the emission of cinders and fly ash from the locomotive stack when it is being used at higher burning rates.

"For the last several years, there has been a shortage of properly sized and mechanically cleaned coals which are the most suitable for locomotive use. . . . Unfortunately, it has long been the custom that during periods of scarcity and emergency, the railroads use the coals that are left over after all other coal consumers, with more critical needs, have been supplied with the better quality coals. This coal situation is now at the turning point and it is quite probable that during the next two years there will be a substantial improvement in the availability of more satisfactory locomotive fuels. . . .

"A few short years will bring progressive results without unreasonable costs and without jeopardizing the ability of our railroads to meet future transportation demands with the fuels economically available."

The Sized-Coal Problem

For several years your speaker has been recommending the use of a better quality, well-prepared double screened coal for road locomotives instead of the run-of-mine coal which the railroads have always used. Quite recently many test-plant investigations have been made, road tests have been conducted, and comparisons have been made with groups of locomotives in commercial operation to obtain data on the increased value of egg coal. A major change in locomotive fuel size and quality is necessarily a long-range program because the coal industry must build new tipple facilities and revise its sales distribution in order to supply this type of coal for locomotive use. It also takes a bit of proof (to put it mildly) to convince the railroads that they are justified in paying a higher price for a better coal.

Eight of the eastern railroads are now using double-screened coal on their road locomotives and several of them have decided to buy every ton of it they can get in the present market. These roads now using egg coal have factual information showing improvement in the range of from 6 to 20 per cent in better evaporation, higher capacity, and improved boiler efficiency. These bare facts show more than enough to pay the additional cost of egg coal for both on-line and off-line railroads.

In addition to these tangible facts, there are many intangible benefits which are in my opinion of greater value in reducing the overall cost of operating steam locomotives. Better quality and better preparation improve smoke performance, reduce stack emission, reduce maintenance, increase reliability, and improve availability. These intangible factors, in which the steam locomotive has been deficient in its competition with the Diesel locomotive, have also in some measure been responsible for the Diesel preference when purchasing new motive power. Better coal on a modern steam locomotive will give a cost and a performance that is quite comparable with the best Diesel locomotives available. Therefore, if better locomotive fuel is used by the railroads, then the outlook for coal is good. If they continue the purchase of unsuitable coal, the outlook is not at all promising.

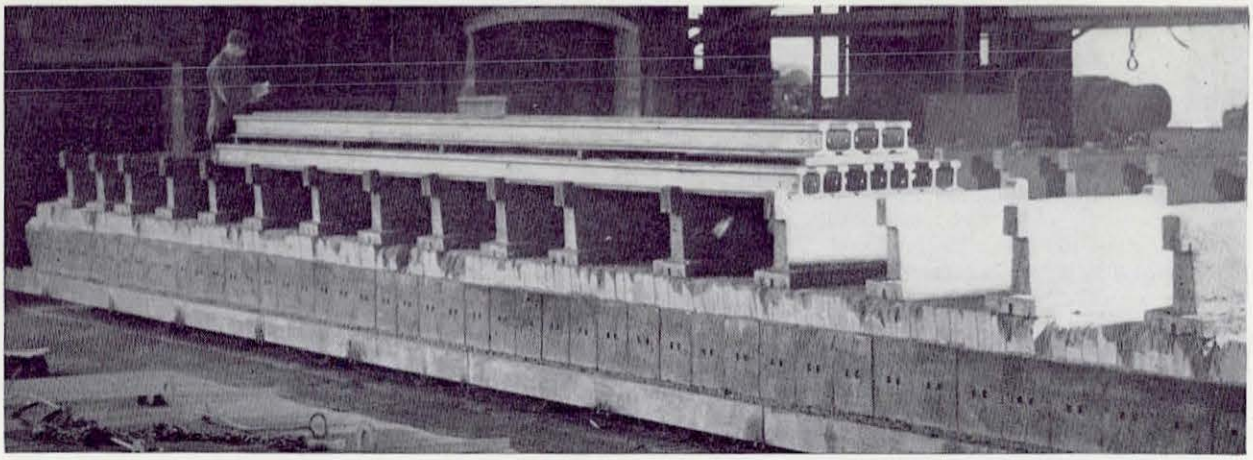
The New York Railroad Club is composed of railroad men who are directly or indirectly interested in the future of the railroad industry. It would be my suggestion that you form a fuel resources and fuel uses committee to get at the facts and study this problem of fuel supply and demand, and then make your own conclusions. If you believe, after you know all of the facts, that the steam locomotive is obsolete, say so; and if you believe that coal should be retained as the major supply source for conventional locomotives or for new coal-fired locomotives to be developed, then say that also, with your words of caution. Major differences of opinion usually occur when insufficient factual information is available and that is why the fact-finding committee is recommended. This paper has made no attempt to present the mass of facts and statistical information on this subject which is in my possession. You would have more confidence in the facts developed by your own committee.

You may judge from my remarks on the future of coal for locomotive fuel that I have confidence in the continued use of coal in its natural state for railroad motive power. The economic evolution of railroad motive power is toward electrification, not Dieselization. Few of us in this room will ever see atomic-power locomotives, but most of us will see *coal* being used directly by steam or gas-turbine locomotives, or indirectly by electric locomotives using coal-made power, for coal—like it or not—is the only foreseeable energy source for railroad motive power.

In answer to a question as to how many years it would take to work out a supply of sized coal for the railroads, Mr. Payne said that all sized coal now produced is sold and that one difficulty is that the railroads will take sized coal one month and then not take any the next month. They have not, he said, standardized on such coal at the premium price which they have to pay.

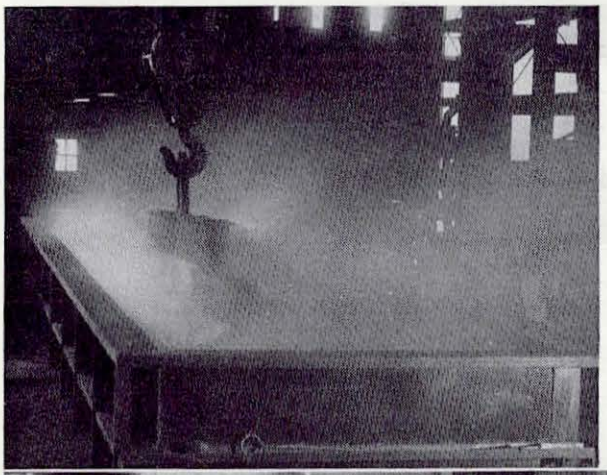
In answer to the question as to the cost of sized coal compared to run-of-mine, Mr. Payne said that in the case of the high-volatile coals from Districts Nos. 1, 2, 3, and 4, from which the eastern roads get most of their coal, the price differential is usually about 5 to 6 per cent above the mine-run price; that is, from 25 to 35 cents, possibly 50 cents a ton higher. It is easy, he said, to justify a differential of 10 per cent by the better performance. He cited a case in which tests showed that 95 lb. of run-of-mine coal and 66 lb. of sized were burned per 1,000 gross ton-miles. A test between locomotives fired with mine-run coal and double-screened coal, he said, showed that it was possible to run between origin and terminal day in and day out without a smoke violation from the double-screened coal where they had been unable to run in either direction without a violation when burning mine-run coal.

Questioned as to what the mines would do with the slack accumulating from the production of double-screened coal, he cited one district which in the past six years had developed a new business in the utility and industrial field for 32 million tons of slack coal—more than the district produces.



Switch rails loaded on truck ready for heating preparatory to quenching in oil

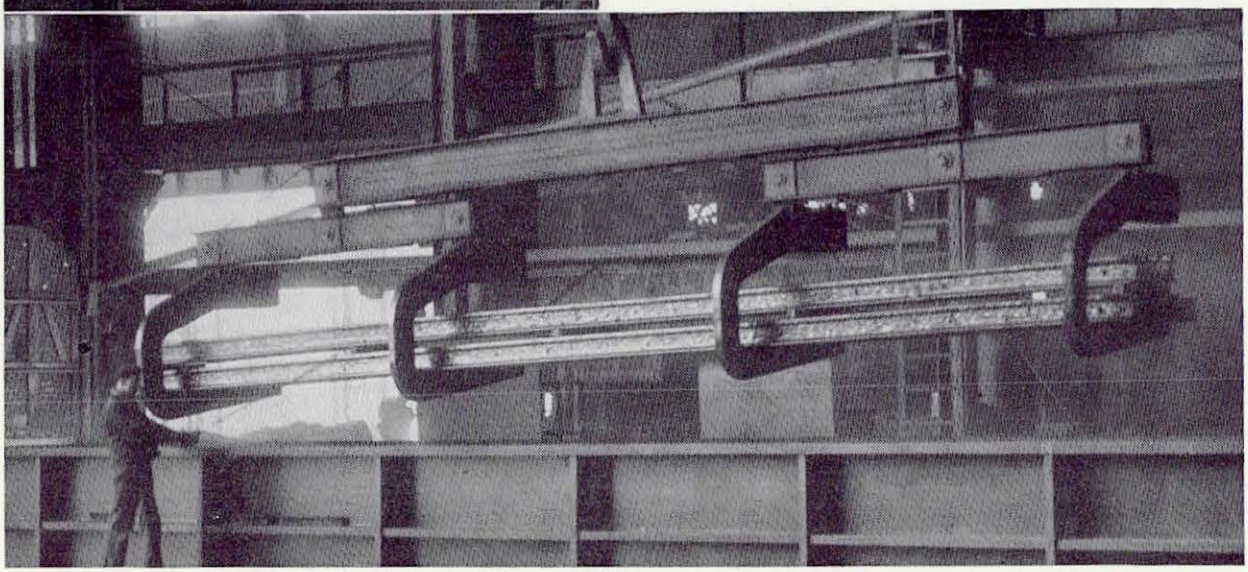
HEAT TREATING SPECIAL TRACKWORK AT BETHLEHEM'S STEELTON PLANT

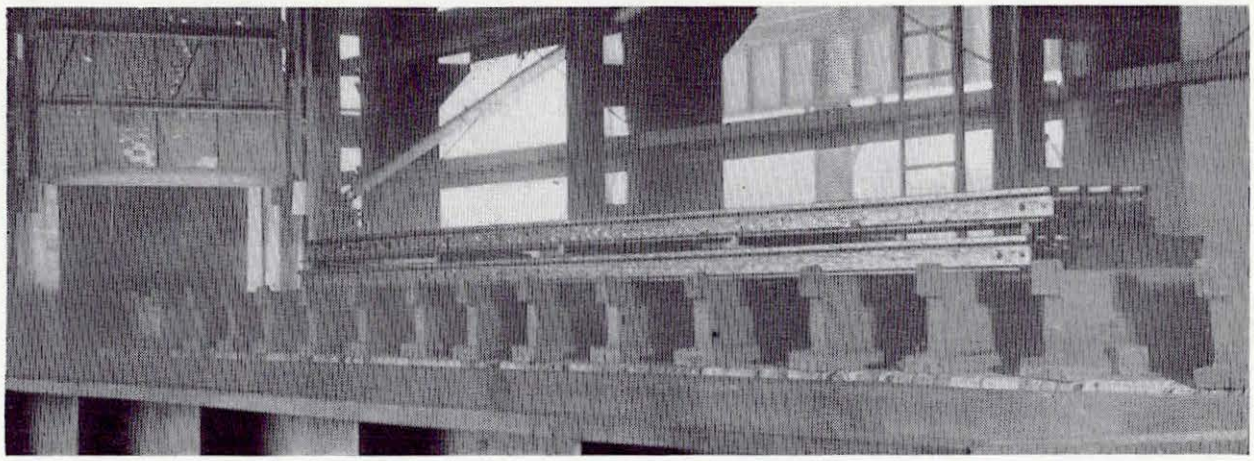


For a number of years the Bethlehem Steel Company has been equipped at its Steelton (Pa.) plant for the heat treatment of crossings, frogs and switches. In this treatment the entire cross-section of each assembly is hardened and toughened uniformly by an oil quench, followed by a tempering operation.

The equipment provided for the heat treatment consists of two units, one for small and medium-size assemblies and the other for larger ones. Each unit consists of two car-bottom furnaces of identical size and

Left—Load descending into quenching tank. Oil is circulated through cooling system to maintain desired temperature. Below—The quenching operation completed, these switch rails are now ready for the tempering furnace





Switch rails on truck just before entering the tempering furnace. Temperatures in both heating and tempering furnaces are carefully controlled

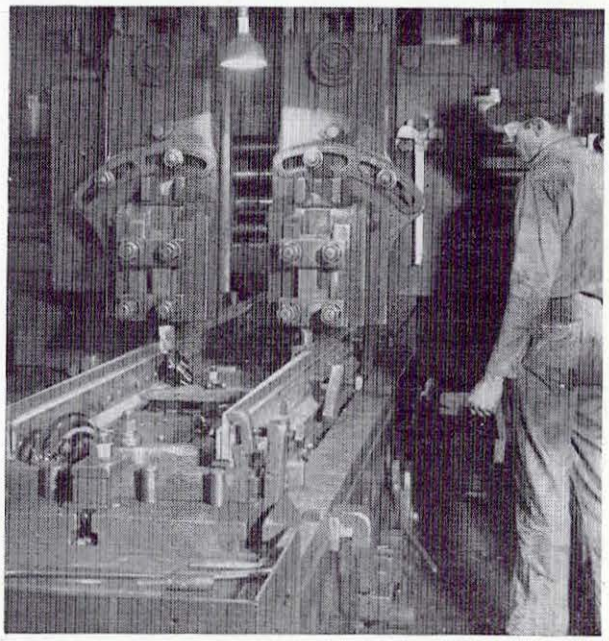
construction, one for heating prior to quenching and the other for tempering, and a rectangular quenching tank. In general the procedure is to heat the assemblies to the desired temperature, transfer them quickly to the quenching bath, and then, when this operation is completed, send them to the tempering furnace.

Brinell hardness checks are made on test pieces from every treatment charge. By varying the chemical composition of the metal and the treatment cycle different Brinell hardnesses are obtained to suit demands.

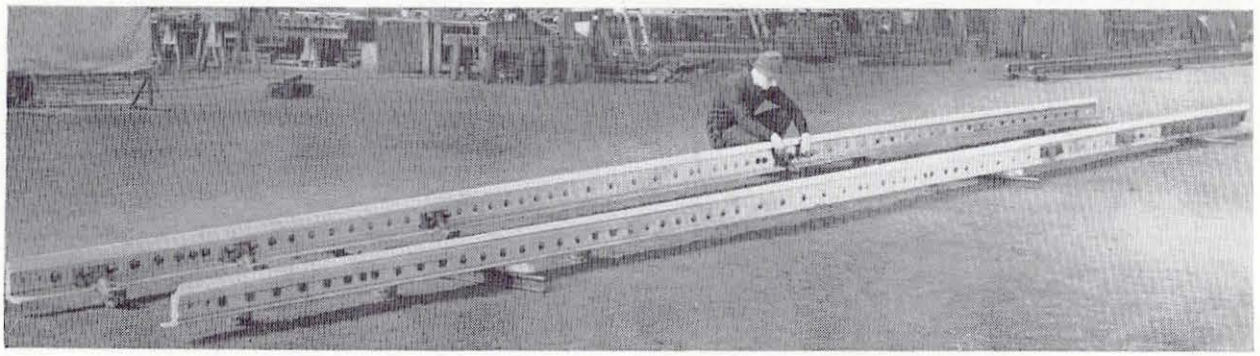
Rails to be fabricated into crossings or bolted-rail frogs are first sawed to size, bent, planed, drilled and assembled with temporary bolts. The assemblies, including the fillers, are then heat treated, after which they are disassembled and the individual pieces straightened as necessary and cleaned by shot blasting. They are then reassembled and inspected.

Rails from which switch points are to be produced are usually heat treated before any machining work is done. After being heat treated such rails are straightened, cleaned, assembled with reinforcing bars, and drilled to provide rivet and bolt holes. After the alinement and vertical bends have been put in on a press the pieces are planed, then again taken to a press to remove planing distortion and to give them proper alinement and curvature. Sockets, clips, and other parts are then attached, an accurate contour is ground at the extreme point—and the assembly is then ready for inspection.

The pictures on these pages show some of the steps in the production and heat treatment of switch points.



Right—Plane used for planing 30-ft. and 45-ft. switch points after heat treatment. Below—Two completed 45-ft. switch points on assembly floor for final inspection



HOUSE PASSES BULWINKLE BILL

Approves anti-trust-relief legislation with provisions limiting scope to agreements relating to rates and charges—measure now goes to conference committee for reconciliation with different Senate version

The House of Representatives on May 11 passed its committee on interstate and foreign commerce's version of the Bulwinkle bill which includes provisions limiting the grant of anti-trust immunity for carrier joint agreements to those "relating to rates, fares, classifications, divisions, or charges (including charges between carriers and compensation paid or received for the use of facilities and equipment), or rules and regulations pertaining thereto, or procedures for the joint consideration, initiation or establishment thereof." The Senate version of this legislation—the Reed bill which was passed by that body last June—contains no such limitation, and would thus grant immunity for all joint actions approved by the Interstate Commerce Commission, including those relating to services and schedules as well as rates.

While the House passed its own bill, it retained the number of the Senate-approved bill S. 110, amending the latter by striking out all after its enacting clause and substituting the provisions of the Bulwinkle bill, which had meanwhile been amended as proposed by the House committee on interstate and foreign commerce.

This maneuver sent the measure to a Senate-House conference committee which will reconcile the two versions.

Vote Was 271 to 53

On the House roll call, the vote was 271 to 53, with 107 members recorded as not voting. The Bulwinkle bill, which was H.R.221, was introduced by Representative Bulwinkle, Democrat of North Carolina, who has sponsored similar legislation for several years; Senator Reed, Republican of Kansas, sponsored S. 110. Passage of the latter by the Senate, where the vote was 60 to 27, was reported in the *Railway Age* of June 21, 1947, page 1252.

Among other differences between the House and Senate versions is the latter's provision stipulating that enactment of the bill will not affect Georgia's anti-trust complaint against eastern and southern railroads, which is now pending before the Supreme Court's special master, Lloyd K. Garrison. This was the so-called Russell amendment, its sponsor having been Senator Russell, Democrat of Georgia. The House voted down a similar amendment, which would have applied not only to the Georgia case, but also to the so-called Lincoln case—the Department of Justice's anti-trust complaint against the Association of American Railroads and western roads, which is pending in the federal court at Lincoln, Nebr. The amendment was proposed by Representative O'Hara, Republican of Minnesota, a member of the interstate commerce committee, who filed a minority report when the bill was reported favorably by that committee last July. The House also rejected another proposed amendment which would have removed from the scope of the bill "any rates which shall exceed the rates charged for like service in any other geographical area." This was proposed by Representative Poage, Democrat of Texas.

The provision limiting the grant of anti-trust immunity to pacts relating to rates and other charges was an amendment sponsored by the interstate commerce committee and adopted on the floor of the House. As noted in the *Railway Age* of May 8, page 63, the committee had previously announced its plan to propose such an amendment. Speeches made in support of the bill by the committee's chairman, Representative Wolverton, Republican of New Jersey, and by Representative Bulwinkle, who is also a member of the committee, indicated that the limiting provision was added because it was felt that some members, who favored covering the rate pacts, were not without misgivings as to the inclusion of agreements relating to service and operating practices.

Meets C.&O. Objections

In this connection Mr. Bulwinkle also indicated it to be his opinion that the limitation should remove the objections of the Chesapeake & Ohio, as expressed by its president R. J. Bowman. Mr. Bulwinkle quoted Mr. Bowman as having said in a January 14 speech that C.&O. recognized "the need for clarification of the present law so as to remove doubts concerning the sphere within which railroads, acting through rate bureaus, may confer, collaborate, and reach agreements about rate matters;" and that "we are not opposed to legislation that will provide such clarification to the extent that the Bulwinkle bill provides such clarification."

Chairman Wolverton revealed that, in sponsoring the limiting amendment at the suggestion of Mr. Bulwinkle, the committee remained of the opinion that the broader form of the bill was "perfectly justifiable in view of the control that the Interstate Commerce Commission would have of the agreements." And Mr. Bulwinkle predicted that "ultimately the Congress will pass, in furtherance of our national transportation policy, a bill covering all agreements."

Relatively few members of the House participated in the debate, there being no doubt as to the outcome in view of the House's 277 to 45 vote for for the previous Bulwinkle bill on which the Senate failed to act.

House action on the present bill was preceded by adoption of a parliamentary rule providing for its consideration. That rule, allowing two hours of debate, had been reported favorably from the House commit-

tee on rules; and it was adopted after supporting speeches had been made by the rules committee's chairman, Representative Allen, Republican of Illinois, and Representative Smith, Democrat of Virginia, and an opposition speech by the rules committee's ranking minority member, Representative Sabath, Democrat of Illinois. Chairman Allen said that the railroads were "caught in a strangle hold between two federal statutes," and he called the bill a measure "to prevent the Department of Justice from interfering with a trade practice which has been recognized for more than 50 years and which was recognized as being in the public interest."

Representative Sabath asserted that the "underlying reason for bringing out this bill is, of course, to preclude the state of Georgia and the United States from proceeding with its action against the railroads." He also said that the bill favors "big shippers," and he told his colleagues that they had been "led astray by the strong and powerful railroad lobbyists." Representative Smith was "surprised" that Mr. Sabath, "who has been a great champion of the right, privileges, and everything else of labor," should oppose the bill "which is going to keep alive the goose that is laying the golden egg for the employees of the railroads, because the employees, after all is said and done here, are about the only people who get anything out of the railroads nowadays."

Got Idea from Eastman

With the adoption of the rule, the House proceeded to consideration of the bill; and that debate was opened by Mr. Bulwinkle. He traced the history of the proposed legislation, recalling that he had introduced the original Bulwinkle bill several years ago after the late Joseph B. Eastman, then chairman of the I.C.C., had told him that something had to be done to clear up the conflict between the Department of Justice and the I.C.C. Mr. Bulwinkle also referred to the support which the bill has received from "over 1,000" individuals and organizations. "Never before," he said, "has there been such an overwhelming public and official support of any transportation measure in the Congress."

As to the argument that Congress should not act while the anti-trust complaints against the railroads are pending, Mr. Bulwinkle said that the pendency of such suits "is one of the important reasons why we act now."

He added: "Certainly any conference or agreement which is in furtherance of the national transportation policy should not be considered an unlawful conspiracy in restraint of trade. This bill would authorize only such action as is in furtherance of the national transportation policy. . . . Surely the restraints and prohibitions of the anti-trust laws should not be applied to a highly regulated industry in the same way they are to be applied to one which is not. The adoption of this bill will make it clear that constructive, helpful action in transportation is not unlawful."

Mr. Bulwinkle also pointed out that the original version's broader coverage would have made uniform in that respect the treatment of all types of carriers by the federal government. The bill, as originally drawn, he explained, placed motor carriers, water carriers, freight forwarders and railroads under the "same provisions" which have been given to air carriers under the Civil Aeronautics Act.

Chairman Wolverton said that he has never known any piece of transportation legislation that has had "such unanimous approval" as the bill. In that connection he cited a statement by Colonel J. Monroe Johnson, director of the Offiice of Defense Transportation, who said that "the unanimity of those interested in and with knowledge of transportation in favor of this legislation is perhaps unprecedented." Supporting statements from I.C.C. Commissioner Aitchison were also cited by Mr. Wolverton.

The "Practical Approach"

The Department of Justice's complaints against the railroads, the chairman went on, "have caused grave concern among all those having direct interest in transportation." He added that the "only practical approach" is to adopt the bill's plan of granting "to a competent administrative agency the authority to resolve the conflict in specific instances of proposed joint action by carriers." Like Mr. Bulwinkle, he cited the similar provisions of the Civil Aeronautics Act; and he recalled that the Maritime Act of 1916 had granted the same immunity to coastal shipping lines.

Mr. Wolverton also denied that favorable action on the bill would set a precedent for relieving other industries from the anti-trust laws. If other industries undertake to rely on such an argument, he suggested that the answer to them need only be: "When you submit to regulation and are regulated as completely as common carriers, both by the states and the federal government, we will be glad to afford you the same treatment."

As the committee chairman summed it up, the question before the House was: "Shall we have an orderly system of making rates which has been evolved through more than half a century of government regulation and shipper and carrier cooperation, or shall we have an era of chaos in which the proven system will be discarded. . . .?" He also pointed out that the bill would not take any regulatory powers away from the I.C.C.; it would add to such powers, since the commission has not heretofore regulated rate bureaus.

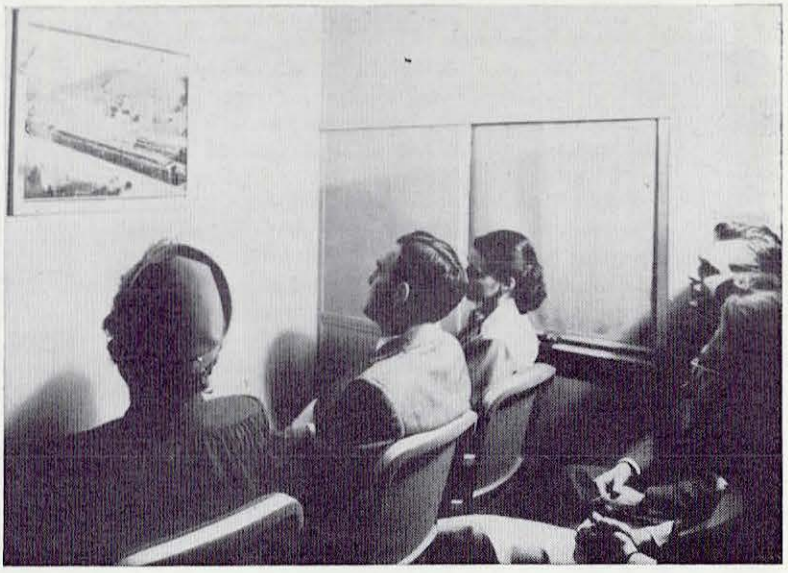
Greater Protection for Public

Others speaking in favor of the bill included Mr. Wolverton's predecessor as chairman of the committee, Representative Lea, Democrat of California. It was a "very strained interpretation of the facts" to contend that the question before the House was "one of monopoly or anti-monopoly," Mr. Lea said. The bill, he added, "gives the public greater protection than it possibly could have by any system which would constantly inject the Department of Justice into criminal prosecutions against those who have made what may be lawful and reasonable and necessary contracts."

The principal speech in opposition was made by Mr. O'Hara, the author of the minority committee report. The speech was largely an argument against the establishment of any precedent for a grant of immunity from the anti-trust laws. "Once our trans-

(Continued on page 51)

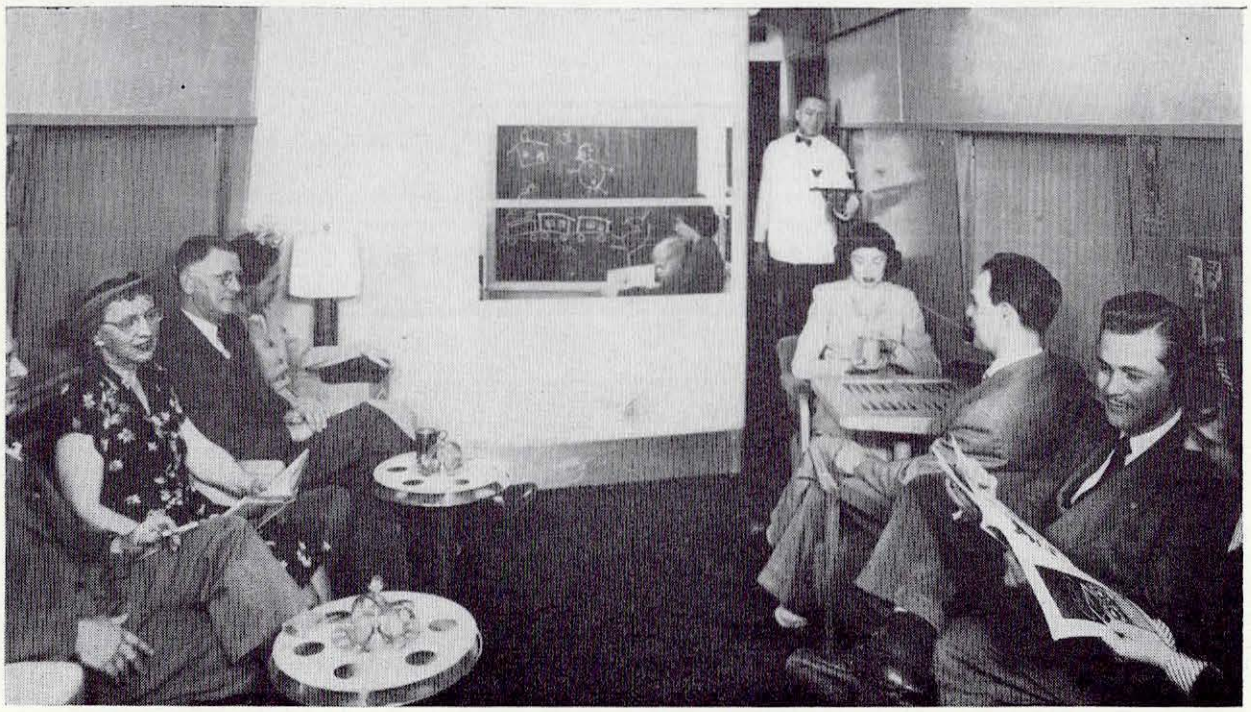
Left—A children's playroom stocked with toys and games is separated from the reading lounge by a safety glass window through which parents can keep an eye on their children. Below—The latest newsreels are shown in the projection room by means of a 16-mm. projector equipped with an automatic shut-off and continuous attachments for 800 ft. of film

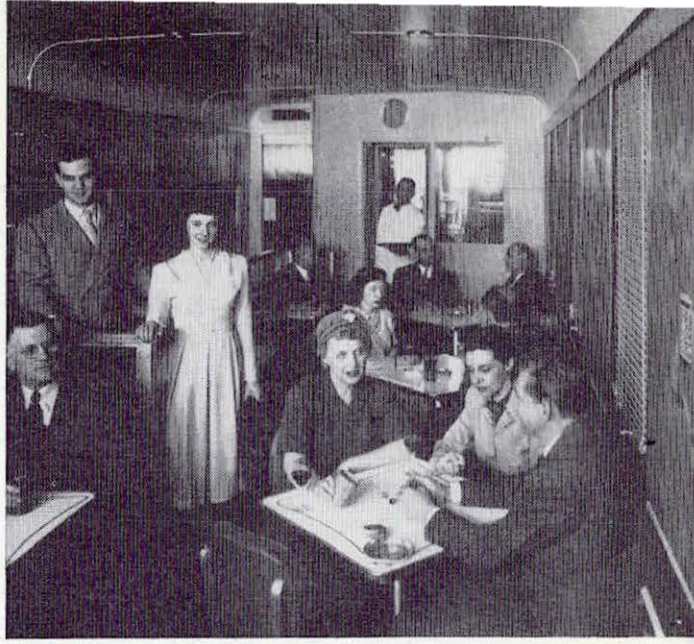


ENJOYABLE MOMENTS FOR P.R.R.'S COACH PASSENGERS

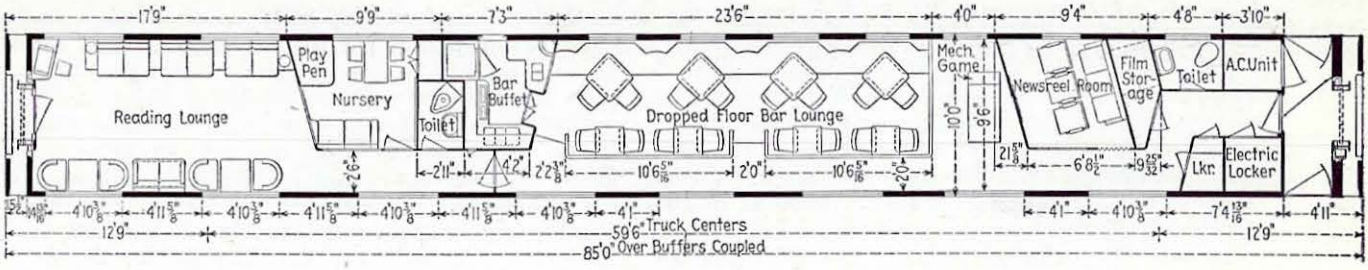
"Recreation cars" for the "Jeffersonian" placed in service. Built by the American Car & Foundry Co. to the Pennsylvania's specifications, the cars have same basic construction as the overnight coaches described in the Feb. 21, 1948, issue of the Railway Age

The reading lounge is a spot where the passengers may enjoy the relaxation of reading, a game of cards or checkers and refreshments with their conversations. Soft recorded music is supplied through a loudspeaker in the cabinet under the lamp table





Left—The writing desk in the corner of the reading lounge. Right—The bar lounge with the bar buffet in the background. The chairs and settees are upholstered in green and blue leather; the murals on the panels have a background of natural oak finish



The layout of the special features in the recreation car of the Pennsylvania's all-coach train the "Jeffersonian"

A bar lounge seating 24 passengers occupies the center of the car. Its floor level is five inches below the side aisle. In the nook between the end barrier of the car lounge and the newsreel room in the background a mechanical-scoring game is installed

FINDS $5 MILLION MORE IN FREIGHT-RATE INCREASE

I. C. C. Bureau of Transport Economics and Statistics puts annual yield of Ex Parte 166 interim advances at $1,540 million, as compared with $1,535 million given in Secretary Bartel's notice on commission's April 13 decision

The Bureau of Transport Economics and Statistics of the Interstate Commerce Commission now estimates that the third Ex Parte 166 interim freight-rate increase, authorized by the commission in its April 13 report, will yield $304.4 million a year, and that it will raise the annual-basis yield of this whole interim adjustment to $1,540.3. These estimates, set out in the latest issue of the bureau's "Monthly Comment," are about $5 million above estimates of $300 million and $1,535 million, respectively, given in the notice issued by I.C.C. Secretary W. P. Bartel when the commission's report was made public on April 19.

The bureau's figures indicate that the additional $5 million will go to roads in the Western district, their prospective share of the annual total of $1,540 million being $602 million. Other figures in the bureau's distribution by territories are the same as those given in the *Railway Age* of May 1, page 38, in an article which undertook to break down the Bartel notice's $1,535 million. They are: Eastern district, $644 million; Pocahontas region, $75 million; Southern region, $219 million.

Two Years of Rate Increases

In further discussion of the interim increase, the "Comment" pointed out that the past two years have also brought other freight-rate advances and "substantial increases in passenger fares and charges, mail pay, express and other revenues." All such increases since June 30, 1946, would have the effect of augmenting the revenues of a "hypothetical year" by $2.8 billion, the bureau calculated. Its estimates are shown in the accompanying table, the assumptions with respect to the "hypothetical year" being that freight traffic would be "slightly under the actual 1947 ton-mile performance," passenger traffic would be about 39 billion passenger-miles, and express and mail traffic about the same as in 1947.

Revenues from traffic of a constructive year if rates, fares, and charges were the same as on:

Item	May 6, 1948	June 30, 1946	Percent increase 5/6/48 over 6/30/46
	Millions of dollars		
Total operating revenues[1]	$10,015.7	$7,196.5	39.2
Freight[2]	8,401.3	5,879.2	42.9
Passenger	851.4	774.0	10.0
Mail	173.2	138.6	25.0
Express	166.0	94.8	75.1
All other	423.8	309.9	36.8

[1]Allowance has been made here for increases in revenue due to elimination of land-grant deductions on October 1, 1946. At that time it was estimated that for fiscal 1947, on an annual basis, these would amount to $22 million for freight and $23 million for troop movements.
[2]After adjustment for absorptions and corrections.

Another article in the "Comment" discussed freight service and passenger service operating ratios and the net railway operating income or deficits from such services. The annual figures for the railroads as a whole were shown from 1947 back to 1936, the first year in which the commission required separation of the "net" by class of service.

Passenger-Service Deficits

"During the period 1936-1941," as the bureau's analysis of the figures put it, "the carriers' total net railway operating income was unfavorably affected by large deficits in the 'net' from passenger service which reached a peak for this period of $262.1 million in 1940. In the war years, 1943-1945, however, the passenger service produced net railway operating income equivalent to between one-fourth and one-third of that produced in the freight service. In 1946 and 1947 large deficits in the 'net' from the passenger service reappeared and the $426.4 million deficit in the latter year was by far the largest of any year in the 1936-1947 period. The result was that in 1947, 35.3 per cent of the $1,206 million freight service net railway operating income was absorbed by passenger service deficits. This occurred despite the fact that the volume of passenger traffic in 1947, as measured by passenger-miles, was 93 per cent greater than in 1940, the year of the previous highest deficit from passenger service operations in the period under discussion."

This article also included tables showing for 1940 and 1947 these "net" figures and the freight and passenger service operating ratios of 25 roads with total operating revenues above $100 million in 1947. Each of the 25 roads reported deficits in net railway operating income from passenger service in both years. Except in a few cases, the 1947 deficits were larger than those of 1940, but last year's passenger service operating ratios were generally lower. Nevertheless, the New York, New Haven & Hartford's 88.58 and the Texas & New Orleans' 98.58 were the only 1947 ratios under 100. In 1940, the New Haven was alone in that respect with a ratio of 84.56. The bureau noted that "in both years the Chesapeake & Ohio reported the highest passenger operating ratios"—187.27 in 1940 and 192.63 in 1947.

More on Traffic Shifts

As noted in the *Railway Age* of April 24, page 58, the previous "Comment" recalled the bureau's 1946 study of "Regional Shifts in Postwar Traffic of Class I Steam Railways," and presented figures showing how

this postwar pattern has been developing. Those figures were revenue ton-mile data, and their general showing was that the Eastern district and Pocahontas region were experiencing relative declines in the proportions of the national aggregate of revenue ton-miles that they produced. The present "Comment" looked into the same situation as shown by the freight commodity statistics for 1947 as compared with those for 1940; and the same trends were again indicated.

"In general," as the bureau put it, "the picture of change between 1940 and 1947 [as shown in the freight commodity statistics] is one of relative increase in both tons originated and tons terminated in the Western district at the expense of the other three areas, particularly the East." At the same time the bureau pointed out that the traffic volume in 1947 "greatly exceeded" that of 1940; and it added this non-committal statement: "With the same traffic volume as in the earlier year, the shifts in 1947 might have been either greater or less than those shown."

Meanwhile, it had been noted that the 1947 commodity statistics recorded "a record-breaking total" of 1,537,540,786 tons of revenue freight originated by Class I roads. "Only the war years, 1943 and 1944, approached this figure with 1,481 million and 1,491 million tons originated, respectively," the bureau added. "The 1947 gross freight revenue (before adjustment for corrections and absorptions) aggregated $7.4 billion or slightly more than the $7.3 billion reported in 1944, the much higher level of freight rates and charges in the later year compensating for a decline in the average haul per ton for the United States as a system from 473.3 miles in 1944 to an estimated 405.8 miles in 1947."

Trend of Passenger Casualties

Data presented on passenger casualties in railway accidents for the years 1939-1947 show that, during this period, the number of passengers killed reached a peak of 253 in the war year 1943 and declined each year thereafter through 1947, when such fatalities totaled 65. Passenger fatality rates per billion passenger-miles also dropped from 2.88 in 1943 to 1.41 in 1947. Meanwhile, the number of passengers injured per billion passenger-miles has increased from 49.11 in 1944 to 90.36 in 1947. However, the latter was below rates of the 1939-1941 period, which were 110.2 in 1939, 106.23 in 1940, and 99.16 in 1941.

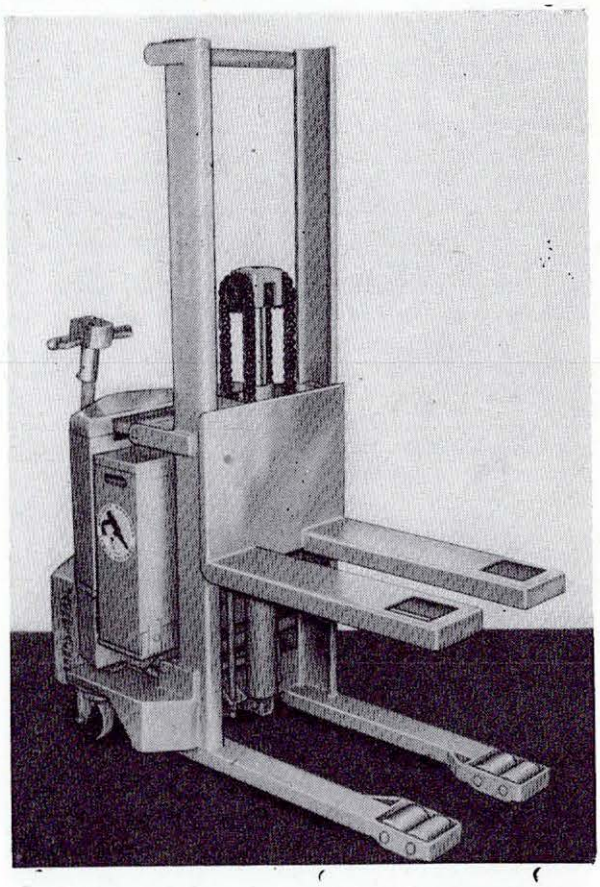
The bureau's usual analysis of the latest monthly results showed that the freight revenue for March was 1.4 per cent less than in February, and 5 per cent above March, 1947, after adjustment to a 30-day month. March passenger revenues, on the same basis, were off 3.4 percent from the previous month, but were 4.2 per cent more than in March, 1947. The freight revenue index (based on the 1935-39 monthly average as 100) was 239.2 for March, compared with February's 242.7 and 227.9 for March, 1947. The March passenger revenue index, at 212.4, compared with February's 219.9 and March, 1947's 203.9.

Net railway operating income for the 12 months ended with March was $747,117,000 and net income was $465,918,000. These compared, respectively, with $651,757,000 and $367,958,000 for the 12 months ended with March, 1947, and $710,067,000 and $319,229,000 for the 12 months ended with March, 1946.

THE "JACKSTACKER"

A new electric lift-truck of the walkie type, called the "Jackstacker," is the latest addition to the line of mechanized materials-handling equipment produced by Lewis-Shepard Products, Inc., 285 Walnut st., Watertown 72, Mass.

This truck, with rated capacities up to 4000 lb., is announced as available in four models: counterweighted for double-faced pallets; straddle type, also for double faced pallets; open-end base with lifting arms for handling single-faced pallets; and platform type for skids.



Four different models of the "Jackstacker" make possible handling of skids as well as various types of pallets

All this unit's controls, including those for the two speeds forward and the same number in reverse, raising and lowering, the horn button and the key switch are mounted in the handle head. According to the manufacturer this makes possible raising or lowering the lift carriage while in motion, rendering unnecessary any halt for the performance of this operation.

The master drive unit, including traction mechanism, is mounted on articulated linkage, which is designed to insure adequate traction when going over ramps, sills, or uneven floors.

It is said that this unit can be exchanged for another in twenty minutes.

OP WAGE NEGOTIATIONS REOPENED

Management-union conferences resumed in Washington at suggestion of Presidential Assistant Steelman; restraining order which brought about cancelation of strike extended until May 29

Responding to a suggestion from Dr. John R. Steelman, assistant to President Truman, the chairmen of the railroads' three regional conference committees and the chief executives of the three holdout operating unions resumed their discussions of the wage and rules dispute at conferences in Washington's Statler Hotel on May 18. No announcement as to the progress of the negotiations or the matters under consideration was made by either side when the second day's sessions adjourned on the afternoon of May 19.

The union leaders are Alvanley Johnston, grand chief engineer of the Brotherhood of Locomotive Engineers; D. B. Robertson, president of the Brotherhood of Locomotive Firemen and Enginemen; and A. J. Glover, president of the Switchmen's Union of North America. Chairmen of the carrier conference committees are Daniel P. Loomis, western; H. A. Enochs, eastern; and C. D. Mackay, southeastern.

The meetings marked the first tangible move toward further negotiations since May 10, when the union canceled the strike, which had been set for 6 a.m. the following morning, thus complying with the restraining order obtained by the government after the President had taken over the railroads and assigned the job of operating them to Secretary of the Army Kenneth C. Royall. The restraining order was obtained in the United States District Court for the District of Columbia from Justice T. Allan Goldsborough, who has now issued another order extending it from May 19 until May 29, at the same time postponing until May 28 the hearing which had been scheduled for May 19 on the government's request for a permanent injunction.

Asked Relief from Litigating

Justice Goldsborough's action, taken on the night of May 18, was in response to a government motion which called attention to the resumption of the negotiations and carried as an exhibit a May 17 letter wherein the union leaders had suggested to Dr. Steelman that they "should not be required to litigate . . . at the same time we are negotiating"; and that the government "give consideration to its taking action to afford relief from litigation for a reasonable period during which negotiations may be progressed." While the union leaders appear to have made no formal protest against issuance of the extension, their letter to Dr. Steelman nevertheless kept straight their record of opposition to the restraining order.

"It has been suggested," the letter said, "that this problem of being required to litigate while negotiating be eliminated by our consenting to an extension of the expiring restraining order; such is not a satisfactory solution to us." The letter also said that the union leaders do not "perceive any necessity for litigating," and it stated further that the restraining order had been issued "without notice to us or hearing thereon." Meanwhile, it had advised Dr. Steelman that the leaders were meeting his request to join the carrier representatives in the further conferences; and it added that "it is our intention to participate in these negotiations as long as there appears to be any prospect of reaching an agreement."

The dispute arose out of the refusal of the three union leaders to accept the report of an emergency board (see *Railway Age* of April 3, page 47), which recommended for their members some changes in working rules and the same 15½ cents per hour wage increase accepted by unions representing other employees. Prior to the issuance of President Truman's seizure order, which became effective at 12:00 noon, Eastern Standard Time, May 10, Dr. Steelman had sought unsuccessfully to mediate the dispute in a series of conferences extending over several days at the White House. The Presidential assistant did not attend the initial sessions of this week's conferences, but the announcement that they were to be held at his suggestion was made at the White House on May 17 by Charles G. Ross, the President's press secretary.

Royall By-Passing Dispute

Prior to that time there had been much speculation as to whether the union leaders could look to the government for settlement of the wage and rules dispute. The Steelman move was in line with previous indications that the Administration hopes to avoid any such outcome, but would like to see management-union agreements reached promptly so government control can be terminated. In this connection Secretary Royall said on May 12 that "it is not my function to enter into negotiations with either representatives of management or employees with respect to any changes in existing terms and conditions of employment."

Nevertheless, the seizure order appears to give the secretary authority to undertake such negotiations; it "freezes" terms and conditions of employment only "until further order of the President or the secretary." Meanwhile, the order also gives the employees the right to continue collective-bargaining relationships with management. The full text of this section of the order follows:

6. Until further order of the President or the secretary, the said transportation systems shall be managed and operated under terms and conditions of employment in effect at the time possession is taken under this order, without prejudice to existing equities or to the effectiveness of such retroactive provisions as may be included in the final settlement of the disputes between the carriers and the workers. The secretary shall recognize the right of the workers to continue their membership in labor organizations, to bargain collectively through representatives of their own choosing with representatives of the

owners of the carriers, subject to the provisions of applicable law, as to disputes between the carriers and the workers; and to engage in concerted activities for the purpose of such collective bargaining or for other mutual aid or protection, provided that in his opinion such concerted activities do not interfere with the operation of the transportation systems taken hereunder, or which may be taken pursuant hereto.

Consultants for Secretary

Secretary Royall's disclaimer of any intention to enter wage and rules negotiations was part of a statement which also included his announcement of the appointment of three consultants "to advise me upon operational problems, if such problems should arise, which might affect terms and conditions of employment during the period of government operation and control." The consultants are Edward F. McGrady, former assistant secretary of labor and now vice-president in charge of labor relations of the Radio Corporation of America; Harold C. Heiss, general counsel, B. of L. F. & E.; and William T. Joyner, division counsel of the Southern for North Carolina. "The function of these consultants," the secretary said, "will be to assist me in carrying out the provisions of Paragraph 6 of Executive Order No. 9957, in order that the transportation systems shall be managed and operated under the terms and conditions of employment in effect at the time possession was taken under that order."

Other organizational arrangements, made previously by the secretary, were noted in *Railway Age* of May 15, page 204. They included the giving of commissions as colonels to seven railroad executives who will function as regional directors under Major General Edmund H. Leavey, the Army's chief of transportation. The colonels are: Gustav Metzman, president, New York Central, Eastern region; Roy B. White, president, Baltimore & Ohio, Allegheny region; R. H. Smith, president, Norfolk & Western, Pocahontas region; Ernest E. Norris, president, Southern, Southeastern region; Ralph Budd, president, Chicago, Burlington & Quincy, Western region; Charles E. Denny, president, Northern Pacific, Northwestern region; and J. D. Farrington, president, Chicago, Rock Island & Pacific, Southwestern region. General Leavey is the secretary's agent "for implementation of the Department of the Army's action in operation and control of the railroads under the Executive Order"; and Brigadier General Andrew F. McIntyre, general manager of the Pennsylvania's New York region, has been recalled to active duty as assistant to General Leavey.

In response to an inquiry, Secretary Royall indicated this week that, when the time comes to terminate its control, the government would probably seek to settle with the carriers on the basis of mutual releases from financial liability. "It is still premature to state exactly what financial arrangements will be made between the Department of the Army and the railroads," the secretary said. "Following the surrender of War Department possession and control of the railroads in the winter of 1943-44, upon settlement of labor difficulties underlying the seizure at that time, mutual releases were exchanged between the War Department and the carriers which released each party from any claim by the other. Barring unforeseen developments, it would seem to be in the best interest of the government and the carriers themselves to follow the same procedure again on this occasion."

Presumably because this is an election year, when candidates are more than usually labor-vote-minded, there was little comment in Congress on the strike threat. However, on May 10, before the union leaders issued the cancelation notice, Senator Knowland, Republican of California, introduced a bill (S.2619) to make the Labor-Management Relations (Taft-Hartley) Act applicable to common carriers by rail. That act now contains exemption provisions which exclude employers, employees and labor-relations matters subject to the Railway Labor Act. In introducing the bill, Senator Knowland said that if the legislation he proposed were not sufficient "to give the federal government, representing all the people, an opportunity to protect national well-being," then he believed that Congress "should meet in day and night session until adequate legislation is enacted."

Developments through the cancelation of the strike order and the "morning-after" statement of the three union chiefs were reported in last week's issue, page 198. That "morning-after" statement was issued at a press conference where Mr. Johnston revealed that he and his associates had agreed at the White House meetings to accept the 15½ cents wage increase and had trimmed their rules proposals down to demands for eight changes in addition to those recommended by the emergency board. The most important of the eight, Mr. Johnston said, was a demand for pay for initial terminal delays, after the first hour, in freight service —such pay to be in addition to the mileage pay for the runs involved. The emergency board recommended such a rule in passenger service, but found against the demand as to freight service; although it did recommend pay for final terminal delay (after 30 minutes) in both classes of service.

Mr. Johnston said he believed it was a "grave mistake" for the President to have appointed William M. Leiserson to the emergency board, after Mr. Leiserson had served on the arbitration board which formulated the 15½-cents "pattern" in the non-operating employees' case last September. In response to a question, Mr. Johnston said that the strike order would not have been canceled if the government had not obtained the restraining order from the court.

As Management's Negotiators See It

Later on the same day, the chairmen of the railroad regional conference committees issued a joint statement setting out the position of the carriers. This statement explained briefly the rules changes recommended, along with the 15½ cents wage increase, in the emergency board report which the carriers accepted and the three hold-out unions rejected.

"The simple fact about the threatened railroad strike is that the leaders of three out of 22 railroad unions were not content to submit their case to any fair and impartial umpire and abide by the decision," Messrs. Loomis, Enochs and Mackay also said.

"As the strike date neared, it became increasingly evident that they were not seeking a fair and equitable settlement. They wanted more than that and were determined to use the strike club to get it, irrespective of consequences to others. The record speaks for itself.

The engineers, firemen, and switchmen's union—the last representing only about 7 per cent of the switchmen—rejected the 15½ cents an hour increase that an arbitration board awarded a million non-operating railroad employees. The 17 organizations which represented those employees accepted it.

"The three unions next rejected a settlement—15½ cents an hour and certain rules changes—that was arrived at through negotiation with the other two operating unions—the trainmen and the conductors. Then these three unions rejected arbitration which was proposed by the National Mediation Board. The railroads had accepted. Next they rejected the recommendations of a three-man fact-finding board appointed by President Truman.

"Finally, they rejected the repeated requests of Presidential Assistant John R. Steelman that they accept a settlement in conformity with the recommendations of President Truman's board. Throughout the day and night conferences at the White House, the President's aide consistently tried to help both parties find a solution which would not violate the framework of the emergency board's recommendations and the pattern of settlement already accepted by nine-tenths of the employees. He pointed out to both parties that the peaceable disposition of labor disputes in the future in the railroad industry hinged on this case.

"The railroads have been ready at all times—and are ready now—to incorporate the recommendations of President Truman's board into an agreement with these three unions."

Denies Young Directorship

(Continued from page 33)

companies or systems and the possibility of competition and conflict of interest between such railroads or systems, a person should not be permitted to serve as an officer or director of more than one such railroad or system, except in special circumstances."

The commission asserted, with supporting footnote references to the pertinent congressional proceedings, that its determinations along the foregoing lines "are supported by the legislative history of section 20a(12). It then proceeded to judge the Young and Bowman applications by those standards.

"Extensive Competition" Found

As to competition, it concluded that there is "extensive" competition between the two roads, and "the record indicates that approval of the proposals here under consideration might result in a substantial lessening of this competition, with consequent violation of section 7 of the Clayton Act." The commission's discussion of evidence leading it to this conclusion included a citation of testimony given in the C.&O.-Pere Marquette merger case by Mr. Bowman, who "stressed the fact that the former is principally in competition with the New York Central."

Also discussed at some length in the report was evidence relating to the potential effect on the Virginian, which was the principal protestant, although the State Corporation Commission of Virginia and various towns and cities in that state and West Virginia also registered their opposition. The Virginian feared impairment of those relationships with the Central which have permitted it to build up a substantial traffic movement via the so-called Deepwater Bridge route. That is the route between the Southeast and the West over the Virginian to Deepwater, W. Va., where the Deepwater bridge over the Kanawha river provides a connection with the Central.

There would be "little likelihood" that the Deepwater Bridge route would be continued "in full vigor" if the Young-Bowman plans were consummated, the commission said. It recalled that the C.&O. registered "vigorous opposition" when the Virginian was authorized to build the Deepwater Bridge extension in 1930; and pointed out that Mr. Bowman had testified in the present case "that he would try to divert from this route to the Chesapeake & Ohio all of the traffic possible and make the Virginian-New York Central route secondary." The report also said that "with adjustments to reflect present conditions the annual revenue from traffic which would be susceptible to diversion from the Virginian is estimated at $10,209,-360."

No "Special Circumstances"

When the commission got through measuring the applications and petitions on the basis of its section 20a(12) standards it had found that "the only special circumstances that might warrent the exception is the possibility of improving the financial condition and credit of the New York Central." It followed through promptly, however, to rule out that basis for a favorable decision, saying: "Whether the applicants would be successful in rehabilitating the finances and credit of the New York Central would depend on many factors over which they have no control."

Previously, it had been noted that applicants "make no claim that they could do anything about labor conditions and taxes which absorb a high percentage of gross earnings"; and "they hold out little, if any, hope for reducing terminal charges which, particularly in cities like New York and Cleveland, are burdensome." Whether or not the Central's liquid funds should be used to reduce its debt, as the applicants propose, "is a matter of opinion," the commission said, adding that the present N.Y.C. management "is fully aware of the importance of reducing the carrier's debt."

Meanwhile, the commission saw no reason why the applicants should not file an application under section 5(2)—if they are "firmly convinced that the proposed association will result in the benefits" they outlined. "Those who are confident of the soundness of their proposals do not require a trial period to demonstrate it," the report added. It also said that "limited association or even merger or consolidation of major carriers can be effected without prior interlocking directorships or without prior acquisition of securities of one of the carriers by the other."

The Central, which has invited Messrs. Young and Bowman to join its board, was not a party to the proceeding; but two N.Y.C. officers, subpoenaed by the Virginian, testified at the hearing that their road

would lose traffic and gain nothing in the way of improved credit standing if the directorship applications were approved. Those witnesses were J. P. Patterson, general freight traffic manager, and W. F. Place, vice-president (finance).

House Passes Bulwinkle Bill

(Continued from page 43)

portation industry is freed of the basic concept of competition," he asserted, "other industries have the excuse that they, too, should be allowed to forego the competitive ideal by exemption from the application of the anti-trust laws." Mr. O'Hara also indicated his lack of confidence that the situation could be handled satisfactorily by the I.C.C.

"It is obvious," he said, "that the commission, no matter how diligent it may become, cannot adequately police the hundreds of millions of separate transactions that are carried on each year in the field of common-carrier transportation. These transactions are now subject to the anti-trust laws; to allow them to be made exempt from the anti-trust laws and substitute therefor a possible enforcement by an administrative agency. . . . of 11 men and an already overworked staff is nothing short of ridiculous."

Finally, Mr. O'Hara asked his colleagues to consider the activities of the railroads during World War II, when "they had a measure of immunity from the anti-trust laws in connection with the determination of rates . . . . relating to the transportation of war materials for the account of the United States government." Mr. O'Hara identified the activities he had in mind as those of what he called the "Traffic Executive Chairmen's Committee," which, he said, "legislated upon rate questions affecting the transportation charges on the greater portion of war material handled by the railroads for the government."

"It is common knowledge," he added, "that the railroads through this committee—and furloughed railroad employees masquerading as officers in the Army and Navy—gouged the government hundreds of millions of dollars in the form of extortionate rates. The attorney general of the United States is now seeking recovery of these damages through a series of civil complaints filed with the Interstate Commerce Commission. If this is an example of what the railroads might be expected to do in connection with normal peacetime traffic following enactment of this legislation, it would appear that Congress should proceed with caution in passing this bill."

As passed by the House, the bill proposes to add to the Interstate Commerce Act a new section 5a, which would contain 10 paragraphs. The definitions are in the first paragraph while the second authorizes carriers to apply to the commission for approval of agreements relating to rates and charges, and provides that the commission shall approve such agreements if it finds that, by reason of furtherance of the national transportation policy, the anti-trust relief should apply. The commission is authorized to attach conditions to its approval.

Paragraph (3) requires the carrier rate bureaus or committees to make reports to the commission, while paragraph (4) limits agreements between carriers of different types to those "relating to transportation under joint rates or through routes." For purposes of this paragraph, carriers by railroad, express companies, and sleeping-car companies would be considered carriers of one class. Paragraph (5) prohibits commission approval of any agreement with respect to which it finds that the pooling provisions of section 5 are applicable; paragraph (6) prohibits approval of any agreement, "which establishes a procedure for the determination of any matter through joint consideration," unless the commission finds that under the agreement "there is accorded to each party the free and unrestrained right to take independent action either before or after any determination arrived at through such procedure."

Paragraph (7) gives the commission continuing control over the agreements, authorizing it to reconsider its approval of them and to modify their provisions. Paragraph (8) provides that no order shall be entered under the act "except after interested parties have been afforded reasonable opportunity for hearing." The grant of anti-trust immunity with respect to agreements approved by the commission is embodied in paragraph (9), while paragraph (10) stipulates that any commission action under the act "shall be construed as having effect solely with reference to the applicability of the relief provisions of paragraph (9)."

A visitor to the "Freedom Train," currently touring the Nation, inspects the Declaration of Independence

GENERAL NEWS

Freight Cars on Order at All-Time High

Total on May 1 for Class I roads and private car lines was 117,701

Class I railroads and railroad-owned refrigerator car companies, on May 1, had on order 117,701 new freight cars, "the greatest number on record for the Class I roads," according to the Association of American Railroads. The previous high, 116,890 cars, was more than 25 years ago, on April 15, 1923. The A.A.R. statement also said that the May 1 total of locomotives on order by the Class I roads, 1,572, was the highest since August 15, 1923, when 1,674 locomotives were on order.

The May 1 total of freight cars on order by all railroads and car lines was 135,176 cars, as compared with April 1 orders for 126,028. The record total of 117,701 for Class I roads and railroad-owned refrigerator car lines compared with their orders for 111,044 as of April 1. The former figure includes 22,620 cars which will be built in railroad shops and 95,081 ordered from contract builders. The breakdown by types of cars is as follows: 33,424 box, including 32,870 plain and ventilated and 554 automobile box cars; 52,055 hopper, including 3,999 covered hoppers; 18,707 gondolas; 3,686 flat, 8,134 refrigerator; 800 stock and 895 miscellaneous freight cars.

The 1,572 locomotives on order by Class I roads on May 1 compared with May 1, 1947, orders for 662. The former total included 117 steam, and 1,455 Diesel-electrics compared with 36 steam, six electric and 620 Diesel-electrics on May 1, 1947.

Class I roads and railroad-owned refrigerator car companies put 31,704 new freight cars in service in the first four months of 1948, compared with 11,348 in the same period in 1947. In April, the railroads installed 8,934 new freight cars. Those installed in the four months were as follows: 14,332 box cars which included 13,522 plain and ventilated and 810 automobile; 11,684 hopper including 452 covered hoppers; 3,216 gondolas; 2,262 refrigerator; 42 flat; 50 stock and 118 miscellaneous freight cars.

They also put 411 new locomotives in service in the first four months of 1948 of which five were steam, four electric and 402 were Diesel-electrics. New locomotives installed in the same period last year totaled 286 of which 40 were steam and 246 were Diesel-electrics.

Class I railroads and railroad-owned private-controlled refrigerator car companies in the first four months of 1948 retired 21,036 freight cars of which 6,667 were retired in April. In the same four months period of 1947, there were 16,191 retired.

April Revenues 4 Per Cent Above Those of April, 1947

From preliminary reports of 82 Class I railroads, representing 81.8 per cent of total operating revenues, the Association of American Railroads has estimated that the April gross amounted to $586,081,695, an increase of 14 per cent above the $563,700,738 reported for the same 1947 month. Estimated April freight revenues amounted to $482,531,595, as compared with $460,469,332, an increase of 4.8 per cent, while estimated passenger revenues amounted to $55,720,324, as compared with $58,001,196, a decrease of 3.9 per cent. The estimate for all other revenues was $47,829,776, as compared with $45,230,210, an increase of 5.7 per cent.

Four-Re-Equipped "Hiawathas" Will Begin Service May 29

Effective on May 29, approximately 40 new streamlined cars will be placed in service by the Chicago, Milwaukee, St. Paul & Pacific on its fourtime "1948 Hiawathas," which operate daily between Chicago, Milwaukee, Wis., St. Paul, Minn., and Minneapolis. The new cars—all built in the road's shops in Milwaukee—will completely refurnish the present trains and mark the fifth re-equipping of the road's "Afternoon Hiawatha," which began service in 1935.

Among the new cars to be put into service will be parlor cars featuring a glass-enclosed "sky-top observation lounge." The road's new 48-seat dining cars contain stainless-steel kitchens, and pantries equipped with deep-freeze units and other modern devices for the storage and preparation of food.

Fare Boost for North Shore May End Two-Month Strike

In a move to end the two-month strike of its employees, the Chicago North Shore & Milwaukee this week announced willingness to grant all employees an hourly wage increase of 15½ cents—effective upon resumption of service—provided the Illinois Commerce Commission approves the road's request for a raise in fares. The railroad made its offer public by means of a newspaper advertisement, in which it also explained the financial difficulties which beset the North Shore.

Bernard J. Fallon, president of the road, said that the resumption of service on the so-called Shore Line—between Waukegan, Ill., and Chicago—would be on a test basis for a limited period to determine whether that branch of the line could be operated profitably. He expressed his doubt that it could, but asserted that "this program offers a fair and reasonable medium of bringing about resumption of service on the entire railroad."

The Shore Line branch is dependent almost solely upon commuter traffic for its earnings, and its operation has not been profitable. Mr. Fallon explained that an increase in fares will, in all probability, result in a substantial loss in passenger business to competitive transportation. The Shore Line is paralleled in its entirety by an alternate line of the road, known as the Skokie Valley route, over which through freight and passenger traffic, as well as commuter traffic, is handled.

The North Shore, meanwhile, has been authorized by the Illinois Commerce Commission to form a subsidiary company to operate its local bus routes in Waukegan, Ill., and between Waukegan, North Chicago, Great Lakes, Farnsworth, Zion and Winthrop Harbor. The local bus operations, the company claims, have been profitable, whereas rail operations have been conducted at a loss. The reason for the formation of the new corporation—the Waukegan-North Chicago Transit Company—is so that the demands of the motor coach operators for a 15½-cent hourly wage increase, as recommended by a presidential emergency board on January 28, may be met. While the authorization for the new operation has been obtained, it remains for the company to work out satisfactory working agreements with the union before actual operations may commence.

It has been reported that George E. Leighty, president of the Order of Railroad Telegraphers, has asked the government to seize the strikebound North Shore. Mr. Leighty, however, has thus far failed to confirm this report for *Railway Age*. The North Shore was not included in the recent federal seizure of the railroads because it was not involved in the national negotiations of the engineers, firemen or switchmen.

The unions sponsoring the strike are the Amalgamated Association of Street, Electric Railway & Motor Coach Em-

ployees of America, representing the maintenance of equipment workers and the motor coach operators; the Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees, representing the clerks; the Order of Railroad Telegraphers, representing the ticket forces and the towermen; and the Hotel & Restaurant Employees' International Alliance & Bartenders' International League of America, representing the dining car employees. In addition to a 15½-cent hourly wage increase, the emergency board recommended time and one-half pay for Sunday and holiday work and four other rule changes for the motor coach operators and maintenance of equipment employees.

Railroads Need a "Living Wage" Horning Tells Republican Women

The "Iron Horse needs take-home hay," L. W. Horning, vice-president, personnel and public relations, of the New York Central, said in New York on May 13 in an address before the Women's National Republican Club. "Despite the meager return which the railroads have had during the past quarter of a century," he added, "they have invested more than $13,000,000,000 in new equipment, heavier rails, better right-of-way, new stations, new signals, modern shops and many other improvements, all to provide the United States with the highest possible standard of service.

"This vast improvement program," Mr. Horning continued, "was started just following the first world war. At that time, some short-sighted people said the railroads were being overbuilt, that they would have idle plant and equipment which would be unproductive and a dead weight. But, what happened when the second world war overtook us? Every part of plant and structures and every piece of equipment was pressed into service, was strained to the utmost. . . . It was because the railroads in prior years had provided adequate tools that they were able to do a concededly magnificient job. . . . It has been said, and I believe it to be a fact, that it was Hitler's emphasis on highway transportation at the expense of the railroads which proved to be the 'Achilles heel' in Germany's transportation system."

Despite the obvious keystone position of the railroads in our national economy, Mr. Horning said, their financial strength is seriously threatened. "The paramount need of the railroads today is for sufficient revenues to enable them to survive and progress. Only by assuring the railroads an adequate return upon the investment in those properties devoted to the public service can that need be fully met. By adequate return I mean the financial return necessary to provide the railroads with a net railway operating income sufficient to pay their fixed charges and still leave enough net income to pay dividends on their stock, finance improvements and attract new capital."

Mrs. Kay Cavender, public relations director of women's activities for the Budd Company, in an address which followed that by Mr. Horning, said that "in the interest of giving the public the best, railroads shop wisely and well for the equipment used on their lines. . . . Every detail in the manufacturing of a single car is the product of tireless effort on the part of the railroad's planning engineers and executives and the research and engineering staffs of railroad car manufacturers.

"Women are playing a big part in operating the railroads of America," Mrs. Cavender went on. "The first woman to work on railroads was Susan Morningstar in 1885, and at the present time 67,448 women are so employed, many as executives. The New York Central alone employs 7,005 women in various capacities. The fairest thing of all is that female employees are paid the rate prescribed for the positions they hold. In other words, they receive the same compensation as male employees occupying similar positions. On the Central, one woman is assistant manager of the Pullman reservation bureau and two are passenger representatives."

Railroad "Y" Membership Increases by 5,000

The number of dues-paying members of the Railroad Young Men's Christian Association of the United States and Canada has increased by about 5,000, as a result of the Continental Membership Campaign for 1947, according to Judge R. V. Fletcher, chairman of the committee in direction, and special counsel, Association of American Railroads. Total membership as a result of the campaign increased from 125,162 in 1946 to 131,051. Judge Fletcher explains that there have been eliminated from the totals the previously carried members of the Armed Services.

Faricy Cites Role of Railroads In European Recovery Program

American railroads will be called upon to provide the great bulk of inland transportation that will be necessary when the European Recovery Program begins to roll into high gear, William T. Faricy, president of the Association of American Railroads, said in New York on May 20. Speaking at a luncheon in recognition of "railroad day" in "world trade week," Mr. Faricy added that the railroads are doing everything possible to get ready to move the large volume of goods that probably will be shipped overseas. In order to handle E.R.P. traffic and other traffic and be in a position to meet any national emergency, he said, railroads need more freight cars and are doing their utmost to obtain them.

"In this matter of world trade," Mr. Faricy continued, "the railroads do more than provide the connecting link between the ports and the inland points of production and consumption. Virtually every major railroad which serves what might be called the ocean frontage of the United States has a specialized department of foreign trade or a group of foreign trade experts as part of its traffic staff. These trade staffs operate not only within the United States but also all over the world."

The railroads, he said, encourage foreign trade by making special arrangements for free time for railroad cars in port over and above the free time for unloading which is allowed on domestic shipments. Such arrangements, he explained, make it possible to accumulate cargoes for ships and to lay out a loading program which minimizes time losses and assists in speeding up vessel turn-arounds. For service at the ports the railroads have invested approximately $250,000,000 in piers, wharves, grain elevators, coal dumpers and other facilities and equipment for the economical and expeditious handling of freight between shore and ship.

"Important as are the immediate questions of adequacy of the railroads to meet today's needs of domestic and world trade," Mr. Faricy concluded, "there is the more important question of the future health of the railroads. The future of the railroads depends fundamentally upon securing and maintaining a proper balance between income and outgo. The lesson of a cen-

BROTHERHOODS ADVOCATE STATE OWNERSHIP OF OLD COLONY

State ownership and operation of the New York, New Haven & Hartford's Old Colony division has been recommended to the Massachusetts legislature by 20 railroad labor organizations, according to a recent issue of Trainman News, the Brotherhood of Railroad Trainmen's weekly paper. The New Haven, which has elected to discontinue the unprofitable Old Colony passenger service under a provision of its plan of reorganization, recently agreed to comply with a request of Robert F. Bradford, governor of Massachusetts, that the service not be discontinued before next March 1. (See RAILWAY AGE of May 8, page 63).

The union-advocated plan for state ownership calls for the setting up of a public authority with "trustees experienced in steam railroads" who would be empowered to purchase roadbed, rights of way, structures and other property necessary for the operation of the Old Colony's freight and passenger service. Fares would be at least equal to those charged by competing bus transportation and deficits would be met by "equitable assessment against the cities and towns served."

tury and more of rail progress is that research and invention, essential as they are, are fruitless without investment in improved plant and facilities. Investment, in turn, depends upon earnings or the prospect of earnings. So whether we look at domestic trade or world commerce, we come back to the vital necessity of restoring and preserving a proper balance between the cost of producing transportation and the prices at which it is permitted to be sold."

C. of C. Names H. F. Hammond To Succeed Colonel Barber

The Chamber of Commerce of the United States has announced the appointment of Harold F. Hammond as successor to Colonel A. B. Barber as manager of its Transportation and Communication Department. As reported in *Railway Age* of May 8, page 63, Colonel Barber will retire June 1 after serving 25 years as manager of the department.

Mr. Hammond has been assistant manager of the department since April 15, 1947, having joined the chamber staff from the American Transit Association. V. L. Sullivan, a staff member in the department for several years, has been appointed to succeed Mr. Hammond as assistant manager.

In lauding the services of the retiring manager, Ralph Bradford, executive vice president of the chamber, declared that "we esteem highly the work Colonel Barber has done in the chamber" and "we value the statesmanlike influence he has wielded, not only in his own field, but generally."

Harold F. Hammond

A native of Portland, Ore., Colonel Barber is a graduate of the United States Military Academy at West Point, N. Y., the United States Engineer School and the Army Staff College. He later served as an officer in the Corps of Engineers and held the rank of colonel in World War 1. He resigned from the Army in 1920.

After serving on river and harbor work and as assistant to the chief of engineers, Colonel Barber went to France in May, 1917, as a member of a transportation commission and remained throughout the war, serving at general and supply headquarters until June, 1918, and thereafter at the front until the armistice. He took part in the Marne, St. Mihiel and Meuse-Argonne offensives with the 1st Corps, 1st Army and 2nd Army.

In 1919, he had charge of transportation and distribution for the American Relief Administration at Paris, and from 1919 to 1922 was chief of the American Technical Advisers to the Polish government on transportation and other reconstruction problems. He received a citation from A.E.F. general headquarters and also holds French, Finnish and Polish decorations.

During the 25 years Colonel Barber has been manager of the chamber's Transportation and Communication Department, he has been in charge of its work on railroad, highway, waterway

A. B. Barber

and air transportation, merchant marine, postal service and electrical communications. During World War II, he took part in developing business cooperation with the government's defense transportation agencies for efficient use of all branches of transportation. Since 1943, he has handled the chamber's studies of postwar transportation problems.

In the field of transportation safety, Colonel Barber managed the national conference which prepared the Uniform Vehicle Code and other motor traffic safety standards, and took an active part in President Truman's recent Highway Safety Conference as member of the Technical Advisory and Public Support committees and as secretary of the Committee on Conference reports. He has served as a member of the judges committees for the national transit, trucking and rail safety contests and a trustee of the American Museum of Safety.

Mr. Hammond is a native of Nebraska and holds a bachelor's degree in engineering from the University of Michigan and a master's degree from Harvard. He held a fellowship in the Bureau for Traffic Research and served three years as traffic engineer for the Massachusetts Committee on Street and Highway Safety.

He was director of the Traffic and Transportation Division of the National Conservation Bureau for nine years and during the war served as transportation consultant to the Office of Defense Transportation and the Norfolk, Va., naval operating base. A past president of the Institute of Traffic Engineers, Mr. Hammond has done private consulting work for cities, chambers of commerce, transit companies and manufacturing firms.

Seven Shipper Groups To Intervene on Reparations

Division 4 of the Interstate Commerce Commission has permitted the National Industrial Traffic League and other organizations representing shippers to intervene in 10 of the numerous complaint proceedings wherein the federal government is seeking recovery of alleged overcharges made by the railroads on its wartime shipments of various commodities. The opposition of N.I.T. League to the complaints was outlined in *Railway Age* of April 10, page 65.

Other shippers' groups which have been permitted to intervene in the reparation cases include the New England Traffic League, American Coke and Coals Chemicals Institute, National League of Wholesale Fresh Fruit and Vegetable Distributors, International Apple Association, the California Farm Bureau Federation and the Wine Institute. The commission has denied a petition filed by the Department of Justice to vacate and set aside an order of March 9, which permitted the Topeka, Kans., Chamber of Commerce and the Topeka Traffic Association to intervene in six of the proceedings.

Meanwhile, as reported in *Railway Age* of May 15, page 208, hearings on five of the complaints are scheduled to start September 22 before Division 4 at the commission's Washington, D. C., offices.

Continuation of Allocations Urged by Commerce Department

The continuation of allocation controls, described as a significant contribution to the efficient utilization of the nation's rail transportation facilities, is recommended by the Department of Commerce in its third quarterly report under the Second Decontrol Act of 1947. The act requires the secretary of commerce to make quarterly reports with respect to wartime economic controls still in effect, including President Truman's power to allocate "the use of transportation equipment and facilities by rail carriers." The latest report was signed by

Under-Secretary of Commerce W. C. Foster.

Recommendation that the "voluntary" steel allocation program be continued was made by Mr. Foster despite his prediction that carloadings in the second quarter of 1948 would be "somewhat below" those of the corresponding 1947 period because of the stoppage in bituminous coal production and the resultant interference with general industrial activity. "The basic imbalance between freight car supply and demand will not have disappeared, however," he commented, "and rail transportation will unquestionably be tight for some time." With respect to the output of new freight cars, Mr. Foster said it is contemplated that the Office of Defense Transportation, under a delegation of authority from the secretary of commerce, will continue to function in substantially the same manner as in the past.

Representation of Employees

All mechanical department foremen employed by the Gulf, Mobile & Ohio, including those employed on the Eastern and Western divisions thereof (formerly the Alton, the properties of which were merged with the G.M. & O. last year), are now represented by the Railway Employees Department, American Federation of Labor, as the result of a recent election which has been certified by the National Mediation Board. The A.F. of L. union (which at the time of the election represented only the former Alton foremen), defeated the American Railway Supervisors Association, 55 to 37. The latter, prior to the election, had represented the foremen on the G.M. & O. proper.

The N.M.B. also has certified that the United Transport Service Employees, Congress of Industrial Organizations, has retained its right to represent dining car employees of the Baltimore & Ohio. The C.I.O. union defeated the Hotel and Restaurant Employees International Union, Joint Council Dining Car Employees, 502 to 33.

As the result of other board certifications, the Brotherhood of Maintenance of Way Employees will represent maintenance of way employees of the Pittsburgh, Allegheny & McKees Rocks; the Brotherhood of Sleeping Car Porters will represent parlor car porters and space assigners employed by the New York, New Haven & Hartford; the Brotherhood of Railroad Trainmen will represent train dispatchers employed by the Monongahela Connecting; and the Railroad Yardmasters of America will represent portmasters employed by the Chicago, Milwaukee, St. Paul & Pacific. These groups were not previously represented by any organization or individual.

The board, in determining that camp car cooks and their helpers in the telegraph and signal departments of the Norfolk & Western do not constitute a separate craft or class for purposes of representation under the Railway Labor Act, has dismissed an application filed with it by the Joint Council Dining Car Employees, Railway Department, Hotel & Restaurant Employees, to investigate and determine who may represent such employees. "Investigation has shown that on carriers generally employees in the occupations covered by this application are covered by the labor agreement applicable to maintenance of way employees including camp car cooks and their helpers in the maintenance of way and bridge and building departments," the board said. "This appears to be a natural development in view of the close similarity in the work and working conditions of cooks in the telegraph and signal departments and maintenance of way departments."

Postpone Atlanta Public Relations Meeting Indefinitely

The Association of American Railroads has postponed until a "date to be announced" the first of a series of one-day regional conferences on relations of the railroad industry with the public. The initial conference, to have been held in Atlanta, Ga., on May 12, as reported in *Railway Age* of May 1, page 54, later was set back to May 26. According to Colonel Robert S. Henry, vice-president, public relations, A.A.R., "the uncertainties which make it necessary to postpone the. . .conference. . .to May 26 continue to such an extent as to render doubtful the attendance of some of the key men of the conference."

Hits Enemies of Free Enterprise In the Department of Justice

The Department of Justice is undertaking to regulate the Interstate Commerce Commission, and "the great railway industry is in the breach," Arthur K. Atkinson, president of the Wabash, told members of the Hannibal (Mo.) Chamber of Commerce in an address on May 6. He spoke on the subject, "Free Enterprise in a Free Economy Under a Free Government."

Referring to the department's anti-trust suit against the carriers, the speaker stated that "the enemies of free enterprise in the Department of Justice are asserting that the very conference procedures which are vital in achieving the cooperative action which Congress desires are violative of its own anti-trust laws." In an attack against the Justice Department's reparations suits against the carriers, Mr. Atkinson said: "Many competent observers believe that the enemies of free enterprise are seeking to secure judgments against the carriers so large that they will wreck the entire industry and enable the government to take it over without offering even modest compensation to the owners as was honorably done by the Labor government of Great Britain when it nationalized its system of railways." We cannot have free enterprise in a free economy, he declared, if business is to be undermined by governmental competition or hamstrung by unnecessary governmental regulations and interferences.

Superintendents Announce Program For 52nd Annual Convention

The American Association of Railroad Superintendents will hold its fifty-second annual meeting at the Stevens Hotel, Chicago, on June 8, 9, and 10. Wayne A. Johnston, president of the Illinois Central, will address the superintendents and their guests at the annual luncheon on Wednesday, June 9, following which there will be a tour of Chicago railroad facilities by special train. Six subject committees will present during the three days' sessions their considered reports on subjects of importance to railroad operating officers.

Tuesday Morning, June 8
Tower Ballroom, Registration, 9 a. m. (daylight time)
Charge to Railroad Superintendents: J. J. Brinkworth, vice-president, New York Central
President's Address: C. P. Fisher
Report of Committee No. 2—Operating Advantages and Possible Modification of Rules in C.T.C. Territory: C. I. Morton, chairman

Tuesday Afternoon, June 8
Tower Ballroom 2 p. m.
Report of Committee No. 6—Safety in Train Operation: O. H. Bryan, chairman
Report of Committee No. 1—Training Programs for Supervisors and Employees: F. J. Fryer, chairman

Tuesday Evening, June 8
Tower Ballroom, 8 p. m.
An address on railroad personnel matters: L. W. Horning, vice-president, New York Central

Wednesday Morning, June 9
Tower Ballroom, 9:30 a. m.
Report of Committee No. 4—Problems of Interline Distribution and Exchange of Freight Cars: H. P. Hannan, chairman
Report of Committee No. 3—Terminal Operations: J. L. Barngrove, Jr., chairman

Wednesday Noon, June 9
Boulevard Room, 12:30 p. m.
Annual Luncheon—Speaker: Wayne A. Johnston, president, Illinois Central

Wednesday Afternoon, June 9
Inspection Tour — Special Pennsylvania train will leave Union Station at 2:30 p. m., visiting Clearing yard on the Belt Railway, the Union stock yards on the Chicago Junction, South Chicago, Hegewisch, Hammond and Indiana Harbor; return arriving Union Station about 7 p. m.

Thursday Morning, June 10
Tower Ballroom, 9:30 a. m.
Report of Committee No. 5—Modernization of Handling Methods at Freighthouses: W. J. Silich, chairman
Address on the handling of explosives: E. J. League, inspector, Bureau of Explosives, Chicago

Thursday Afternoon, June 10
Railroad Movie Films
Business Meeting . . . Election of Officers
Adjournment by 3 p. m.

To Run Fast Overnight Pullmans Between Chicago and Atlanta

The "Georgian," a Diesel-powered, streamlined train offering overnight Pullman service between Chicago and Atlanta, Ga.—with connections at Evansville, Ind., to and from St. Louis, Mo.—will be inaugurated on June 1

by the Chicago & Eastern Illinois, the Louisville & Nashville and the Nashville, Chattanooga & St. Louis. The all-coach train heretofore operated as the "Georgian" between St. Louis and Atlanta by the L. & N. and the N. C. & St. L. has been discontinued.

The new train will depart from Chicago via the C. & E. I. at 4:15 p.m., and equipment for connection at Evansville will leave St. Louis at 2:45 p.m. The "Georgian" will depart from Evansville at 9:55 p.m. and arrive in Atlanta at 8:35 a.m. on the following day. Northbound, the streamliner will depart from Atlanta at 6:30 p.m. and arrive in Chicago at 8:40 a.m. Equipment cut out at Evansville will arrive in St. Louis at 7:50 a.m.

The "Georgian" will carry a full selection of sleeping car accommodations, including sections, roomettes, bedrooms and drawing rooms. Its equipment will also include a tavern-lounge car, seating 52 persons. All coach seats will be reserved, with standard coach fares in effect.

Dismiss "Red Cap" Fee Complaint

Acting upon a request of the complainants, the Interstate Commerce Commission has dismissed complaints wherein the United Transport Service Employees, Congress of Industrial Organizations, and others asked the commission to declare void the increase from 10 to 15 cents in the per-piece charge for handling the baggage of railroad passengers in "red cap" service. As reported in *Railway Age* of April 10, page 68, and previous issues, the complainants had requested the commission either to order the restoration of the 10 cent fee, or to declare even that rate unjust and unreasonable.

Six Western Roads Ask Reopening of Divisions Case

Reopening for further hearing of the proceedings wherein the Interstate Commerce Commission recently prescribed new bases for divisions of rates between eastern railroads generally and six western roads which refused to subscribe to the apportionment plan agreed upon in 1939 by other western roads and the eastern lines is sought in petitions which have been filed with the commission by the six western carriers. An alternative proposal by the petitioners (Chicago Great Western, Chicago, Rock Island & Pacific, Kansas City Southern, Missouri-Kansas-Texas, Missouri Pacific and St. Louis-San Francisco) is that the commission institute a general investigation of the divisions between carriers in Official territory and those in Western Trunk-Line territory. The prescribed divisions, meanwhile, are scheduled to become effective July 1.

As reported in *Railway Age* of March 20, page 92, the commission's report was in No. 28277, embodying the nine-year-old complaint of the six dissatisfied western roads, and the related No. 28589, embodying a complaint (in the nature of a cross-complaint) wherein the eastern roads alleged that the complainants in the title case were already receiving unjust, unreasonable and inequitable divisions.

Increased Use of Diesel-Electrics Cited in House Probe of Oil Supply

Control by the government of the allocation of steel for the manufacture of petroleum transportation facilities, including railroad tank cars, and of the distribution of oil itself, should the present voluntary allocation and conservation programs prove unsuccessful, are among the recommendations which have been set forth by a special subcommittee on petroleum of the House armed services committee as a result of its investigation into the use of petroleum in relation to national defense. Hearings before the subcommittee, of which Representative Short, Republican of Missouri, was chairman, were held earlier this year.

According to the subcommittee's report, the nation is using "far more" oil now than it consumed before or at the peak of World War II, a condition attributed by the House group to the fact that (1) the instruments which consume oil, such as Diesel-electric locomotives, can and are being produced more rapidly than oil wells, pipe lines, refineries and tankers; and (2) the public prefers the use of oil to coal. In this connection, the committee referred to evidence in its record indicating that the American per capita consumption of petroleum products totaled 608 gallons in 1947, as compared with 367 gallons in 1938. The railroads are using 42 per cent more Diesel-electric locomotives now than in 1947, the report said, adding that 92 per cent of the new locomotives on order are Diesel-electrics.

In addition to proposing the prompt establishment of a petroleum stockpiling program, the subcommittee would have President Truman direct the National Security Resources Board to establish a commission composed of representatives of the petroleum industry, petroleum consumers and interested government agencies. Such a commission, it said, should be instructed to render a report on the nation's oil problem and recommend to Congress a petroleum policy adequate to meet the nation's present and long-range needs.

In finding that there is a critical shortage of petroleum transportation facilities, the subcommittee observed that there are now 5,000 fewer railroad tank cars than were available during World War II. In this respect, it said that it is "worthy to note" that Colonel J. Monroe Johnson, director of the Office of Defense Transportation, advised a congressional committee last fall that the nation's transportation system "cannot stand up under the impact of another war."

"We are firmly of the view," the subcommittee commented in part, "that the nation must move vigorously and promptly to insure that the essential steel users of the nation are provided with an adequate supply of steel, our primary concern, resulting from our investigation, being the oil industry and the oil transportation and refining facilities connected therewith. Testimony was repetitious . . . to the effect that the present oil problem is primarily a steel problem—that given enough steel for casing, rigs, pipe lines, tank cars, tankers, refineries, we can promptly alleviate the oil shortages. . ."

Safety Men Meeting in Chicago Emphasize Need for Supervision

The important role played by supervisors in maintaining employee safety on the railroads and the close cooperation needed between the safety and claim departments of the carriers were two of the topics discussed at a regional meeting of the Safety section of the Association of American Railroads, at the Hotel Sherman in Chicago on May 5. The meeting—held in conjunction with the Midwest Safety Conference—was addressed by eight railroad officers and Ned H. Dearborn, president of the National Safety Council.

T. D. Beven, president of the Elgin, Joliet & Eastern, and G. A. Goerner, general storekeeper of the Chicago, Burlington & Quincy, emphasized the need for supervision in railroad safety work. Mr. Beven pointed out that "safety and supervision" are inseparable twins, adding that "you just can't have a good safety record without good supervision." A supervisor, he declared, must also be an educator, and the railroad safety department should be a "Department of Safety Education" staffed by safety experts with the ability to educate others. The speaker asserted that the head of a railroad should include personal injuries among his major "worriers."

Mr. Goerner told the safety men that supervisors who would succeed should study, live and teach safety. This formula, he said, would afford the supervisor a satisfaction and a joy that few other phases of his work can offer.

In discussing cooperation between safety and claim departments, M. L. Bluhm, general solicitor of the Chicago, Milwaukee, St. Paul & Pacific, observed that: (1) The claim man who notes an unsafe condition should report it to either the supervisory officer having jurisdiction thereover, or to the safety department; (2) the claim man should, after investigation of a case, analyze it to ascertain the cause, and render a report to the safety department; (3) the claim department, when it discovers that a particular type of accident is recurring frequently, should report this fact to the safety department; and (4) the

claim department should be invited to send representatives to safety conferences. Mr. Bluhm also enumerated ways in which the safety department can assist the claim department.

Other speakers at the one-day meeting were C. H. Longman, general manager of the Chicago & North Western; J. H. Aydelotte, vice-president of the Association of American Railroads; L. E. Hoffman, superintendent of rules and safety of the St. Louis Southwestern; G. M. O'Rourke, assistant engineer, maintenance of way department, Illinois Central; and H. L. Price, master mechanic, Atchison, Topeka & Santa Fe.

Lists General Freight Rate Changes Since October, 1914

The Interstate Commerce Commission has made public a "Statement of General Rail and Rail-Water Freight Rate Changes Made During the Period October, 1914, to April, 1948, Inclusive." The statement was prepared in the commission's Bureau of Traffic, the material having been assembled by A. F. Clow of that bureau's staff. It shows the "major" rate changes or "changes of considerable scope," made pursuant to commission decisions—from the July 29, 1914, decision in the Five Per Cent Case (Dockets 5860 and I. & S. 333) to the third interim increase in Ex Parte 166, which was authorized in the commission's April 13 decision. The information is set up for easy reference in three columns. One shows the year, the second the names and docket numbers of the proceedings and the dates of the decisions; and the third shows the territorial scope of the adjustment, the type of rates involved, the percentage change, and the effective date with tariff reference.

Announce Plans to Produce Diesel-Electrics in Canada

The Montreal Locomotive Works and the Canadian General Electric Company have concluded an informal trade agreement according to which both companies will combine forces to produce Diesel-electric locomotives in Canada under the trade name MLW-CGE. The first locomotive built by the new team will be a 1,000-hp. Diesel-electric which will be exhibited at the Canadian International Trade Fair in Toronto, Ont., from May 31 through June 12 and then delivered to the Canadian Pacific as the first unit of MLW-CGE's first order.

The new coalition follows the pattern established by the two firms' respective affiliated companies in the United States: The American Locomotive Company and the General Electric Company. It is expected that eventually MLW-CGE will produce in Canada the complete line of seven Alco-G.E. models of road and switching Diesels. H. M. Turner, president of Canadian General Electric, and Sir Frederick Carson, executive vice-president of Montreal Locomotive, in making the announcement, emphasized that the MLW-CGE Diesels will be built in so far as possible from Canadian materials. Ultimately, it was predicted, more than 90 per cent of all the equipment going into the locomotives will be of Canadian origin.

Tooling up at the plants of both companies for the production of Diesels is well under way. The new line, Sir Frederick said, will not interfere with M.L.W.'s steam locomotive program nor its interest in steam locomotives. C. G. E. will produce the electrical equipment for the new Diesels at its Peterborough, Ont., plant. Mr. Turner explained that C.G.E. has plans for acquiring new factory space in order to free the necessary facilities at Peterborough for the planned production of the equipment.

Resources Board Plans Office of Transportation

An "Office of the Director of Transportation" is one of four "offices" which have been created within the National Resources Planning Board by Chairman Arthur M. Hill as part of what his announcement called "a general regrouping of organizational functions of his staff with a view to greater efficiency of the board in carrying out its legal mandate to 'advise the President concerning the coordination of military, industrial and civilian mobilization' in the event of war."

No director of transportation has yet been named, nor has the office been otherwise staffed, but the announcement said that it will be "composed of divisions of railway, highway, airway, inland waterway, coastal, great lakes, and ocean." It will be part of the board's "Mobilization Planning Staff," which will include also similar offices of directors of production, human resources, and economic management.

Other phases of the regrouping include the creation of the Office of Vice-Chairman of the Board. With the staff assistance of directors of plans and programs and of mobilization procedures and organization, the vice-chairman will "coordinate and administer the work of the four newly created offices comprising the Mobilization Planning Staff." The director of plans and programs has been appointed; he is Ralph J. Watkins, who is "on loan" from Dun & Bradstreet, Inc., his position with that firm being director of the Marketing and Research Division.

Separation of Air Mail Subsidy Recommended by House Committee

Separation of the subsidy element in air mail pay, estimated by the Post Office Department to be between $15 million and $17 million annually to the scheduled air lines, has been recommended by the House committee on post office and civil service following its survey of the department in order to determine where economies and efficiencies can be effected in the postal service.

According to the committee, of which Representative Rees, Republican of Kansas, is chairman, it has been suggested that such a separation could be arrived at by "accounting procedures" in the department. "However," the report adds, "this procedure would not eliminate the basic objection which is that, under the present situation, we have an administrative board (Civil Aeronautics Board) allocating public funds through which basic public policies are established without action directly by the Congress. The better solution is to make provisions for subsidies directly to the . . . board."

Discussing the committee's findings on the House floor on May 13, Mr. Rees declared that the Post Office Department should no longer be an unlimited source of funds which can be drawn upon at will by the C.A.B. to carry out "expensive experiments" in "our airline pattern." He also told his colleagues that recent actions by the C.A.B. point toward an "even greater diversion" of postal funds to "make up for the bad guesses" of the air lines and the board. "In the present Civil Aeronautics Board set-up," he continued in part, "we are permitting the spending of funds before approval of appropriations, and are giving our tacit consent to the questioned practice of deficiency appropriations. Also, by failing to separate the subsidy from air-mail pay, we are keeping an iron curtain between the people and the amount spent on our aviation policy."

The committee reported that, under the present system, wherein rates paid to air lines for carrying air mail are subject to many changes, it is virtually impossible to have any satisfactory approach to establishing air mail rates or air parcel post rates which will provide revenues to equal the expenditures for carrying this particular class of mail. "This situation is aggravated by the fact that increases in rates paid to carriers have no relationship to the service performed by the carrier for the Post Office Department," it said.

Among other things the committee found that (1) the pattern of air mail service sponsored by the C.A.B. places expensive operations, such as feeder line service, in separate categories, resulting in profits remaining for the high traffic areas and losses being charged to the postal service in the "public service" areas; (2) high salaries, stock warrants and options to officers, together with losses resulting from poor management and overexpansion, are cost factors in establishing "need" upon which mail pay is based; and (3) mail pay today represents 7.7 per cent of all operating revenues, as compared with 37.8 per cent in 1938.

"Yet," the committee stated, "the same procedure of using air mail pay to underwrite current losses for all operations remains." It also asserted that the "vicious practice" of retroactive mail pay increases is being continued, despite a declaration of policy to the contrary by the C.A.B. in the so-called Pennsylvania Central and Trans-World Airline cases.

With respect to a recently-issued C.A.B. show-cause order which proposes an increase in the ton-mile payments for carrying mail to the so-called service rate carriers, the committee said that the recommended rates are without relation to either allocated costs or the request for increases of the respective carriers. "It will be noted . . . that it is proposed to give one of these carriers an increase of 17.62 cents per ton-mile when it has not even requested any additional mail pay," the committee added. "A second carrier will receive an increase of 8.38 cents a ton-mile more than they requested. In the show cause order, the . . . board presents a chart showing costs allocated to be the mail service for the respective carriers. . . . It is noted that in estimating these allocated costs, the . . . board sets up a profit per ton-mile to be considered of 10 per cent after taxes. Such a rate actually represents a return of 16 per cent. Even considering this high rate of return based on the allocated costs, the cost for carrying air mail does not nearly approximate the recommended ton-mile rate for the respective carriers."

Railroads and Post Office Plan Mail-Pay Field Study

Steps toward a final decision in the Docket No. 9200 proceeding, wherein the railroads seek an increase of 45 per cent in mail pay, were taken May 13, when the carriers and Post Office Department advised the Interstate Commerce Commission that they would attempt to agree on the nature of a co-operative field study in order to determine the railroads' cost of handling mail. As reported in *Railway Age* of December 27, 1947, page 59, a December 4, 1947, order of the commission approved a temporary increase of 25 per cent in mail pay, retroactive to February 19, 1947.

The proposed study, suggested by the Post Office Department, is expected to last approximately two weeks, although counsel for the railroads told Commissioner Mitchell, who presided over the two-day hearing in the proceeding, that "the studies which we offer to cooperate in probably cannot be completed and submitted before early fall of this year." The Post Office Department, the railroads said, "ought in all fairness" to be ready to close its case by that time.

The railroads also held that they cannot agree to the department's proposal of a complete audit of passenger operating and overhead costs for the entire railroad industry. "We cannot agree," they added, "to any such unnecessary, time-consuming and costly series of studies." At the same time, however, they said they would agree to cooperate in a joint study to determine space used by the various types of passenger head-end traffic in mixed combination and partially used cars, provided that (1) the study shall be for as brief a period as will yield sound and reliable results; and (2) express and baggage space shall be computed on a basis comparable to that on which mail space is computed. They also said they would agree to participate in a joint study of station employee expense allocable to the handling of mail and to conduct, at their own expense, a study of railroad wheel reports for two days of 1948, in order to develop a weighted average car length.

According to the department, the study is essential "inasmuch as the railroads control the basic underlying data and the means of checking that data." The department also filed a petition in which it asked the commission to require the railroads to make available certain additional documentary evidence in connection with a station study "alleged to have been conducted by the railroads" and which charges approximately $38 million a year to the department as terminal expenses incurred by the carriers in the handling of mail. Commissioner Mitchell, however, ruled that the railroads would not have to reply to the petition in view of the time needed by the carriers to consult with the department in organizing the proposed field tests.

Name Six Railroads Winning Top Honors in Safety Contest

Six Class I railroads have been awarded first place honors by the National Safety Council in its 1947 annual Railroad Employees' National Safety Contest. The Union Pacific, with a casualty rate of 1.81 (killed and injured) per million man-hours worked, was the winner among railroads whose employees worked 50,000,000 or more man-hours. It was this road's ninth first place award.

Other roads, honored in their respective groups according to the number of employee man-hours worked, are: Texas & New Orleans; Cincinnati, New Orleans & Texas Pacific; New Orleans & Northeastern; Georgia Southern & Florida; and Lake Superior & Ishpeming. Among the Pullman Company operating zones, the St. Louis, Mo., zone maintained the best employee safety record. The Wilmington (Del.) shop was the winner among that company's shop units.

The Cleveland Union Terminals placed first among the switching and terminal railroads whose employees worked more than 1,500,000 man-hours. The River Terminal, at Cleveland, Ohio, had the best record among such roads whose employees worked less than 1,500,000 man-hours during 1947.

Freight Car Loadings

Loadings of revenue freight in the week ended May 15 totaled 847,403 cars, the Association of American Railroads announced on May 20. This was 33,214 cars, or 3.8 per cent, below the previous week (the decrease being primarily the result of embargoes placed on shipments of livestock and perishables because of the threatened railroad strike), 40,805 cars, or 4.6 per cent, under the corresponding week last year, and 159,193 cars, or 23.1 per cent, above the equivalent 1946 week, when coal loadings were down because of a miners' strike.

Loading of revenue freight for the week ended May 8 totaled 880,617 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, May 8			
District	1948	1947	1946
Eastern ..	158,599	162,595	143,841
Allegheny .	180,702	188,618	129,357
Pocahontas	73,476	74,543	21,898
Southern ..	142,887	140,862	118,625
Northwestern	129,490	126,154	97,272
Cent. West.	127,181	125,658	110,746
Southwest..	68,282	65,812	63,203
Tot. West. Dists. ..	324,953	317,624	271,221
Tot. All Rds.	880,617	884,242	684,942
Commodities:			
Gr. & gr. prods. ..	40,744	42,023	41,148
Livestock .	14,623	14,251	16,024
Coal	187,778	189,072	34,573
Coke	14,070	14,625	5,093
For. prods.	43,420	48,722	45,903
Ore	79,387	70,314	26,174
Merchd.l.c.l.	110,218	122,626	126,682
Misc.	390,347	382,609	389,345
May 8	880,617	884,242	684,942
May 1....	891,638	882,574	671,311
April 24 ..	852,309	893,712	660,264
April 17 ..	785,668	865,844	650,843
April 10 ..	683,852	757,839	649,298
Cumulative total, 19 weeks	14,612,274	15,517,103	13,693,281

In Canada.—Carloadings for the week ended May 8 totaled 75,332 cars as compared with 74,354 cars for the previous week and 76,754 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 8, 1948	75,332	34,403
May 10, 1947 ...	76,754	37,544
Cumulative totals for Canada:		
May 8, 1948	1,380,228	680,498
May 10, 1947	1,323,698	712,392

Canadian carloadings for the week ended May 1 totaled 74,354 cars as compared with 74,677 cars for the previous week and 75,165 cars for the corresponding week last week, according to the bureau's compilation.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 1, 1948	74,354	34,655
May 3, 1947	75,165	38,271
Canada:		
Cumulative totals for		
May 1, 1948	1,304,896	645,095
May 3, 1947	1,246,944	674,848

(General News is continued on page 83)

OVERSEAS

India.—American manufacturers and suppliers have been invited by the Indian Railway Board to submit bids on furnishing 200 5,000-gal. cylindrical tanks for transporting gasoline, according to a recent issue of Foreign Commerce Weekly. Complete information is available from the Indian Supply Mission, 635 F street N. W., Washington, D. C.

Argentina.—The Ferrocarril Provincial de Buenos Aires is inquiring for 6 Diesel-electric locomotives, according to a report from the American embassy in Buenos Aires which was published in a recent issue of Foreign Commerce Weekly. Complete regulations, specifications and blue prints are obtainable at a cost of 100 paper pesos per set from the road's Administracion General, Calle 56 y 135, La Plata, Argentina.

ORGANIZATIONS

The **Central Western Shippers Advisory Board** will hold its 26th annual and 57th regular meeting on June 3 and 4, at the Shirley-Savoy hotel in Denver, Colo. Robert J. Bayer, editor of Traffic World, will address the luncheon session on June 4.

The **Western Railway Club** will hold its annual meeting on May 27 at the Hotel Sherman in Chicago, at which time the names of newly elected officers will be announced. The meeting will be designated as past presidents' night.

The **Southwest Shippers Advisory Board** will hold its 25th annual and 78th regular meeting on May 27 and 28, at the Skirvin hotel in Oklahoma City, Okla. Clark Hungerford, president of the St. Louis-San Francisco, will address the luncheon meeting on May 28, on the subject, "The Future of the Railroads." Coarl Giessow, president of the National Association of Shippers Advisory Boards, is scheduled to speak at the morning session on May 28.

The **New York Division of Railroad Enthusiasts** will meet May 26 at 7:45 p.m., in room 5928, Grand Central Terminal. The program will include a discussion of "How to Operate a Locomotive" by James B. Van Atta, assistant road foreman of engines of the Central of New Jersey.

Karl F. Emmanuel, general manager of the Peoria & Eastern, will address the 12th annual dinner meeting of the **Indianapolis Car Inspection Association** to be held at Buckley's, Cumberland, Ind., on June 8 at 7 p.m. Mr. Emmanuel's subject will be "Function of the Military Railway Service, U.S.A."

The **Car Department Association of Omaha** has scheduled a meeting for June 10, to be held at the Railroad Y.M.C.A., Council Bluffs, Iowa, at 6:30 p.m.

The 76th regular meeting of the **Pacific Coast Transportation Advisory Board** will be held at the Palace Hotel, San Francisco, Calif., on June 16 and 17.

SUPPLY TRADE

The **Federal Telephone & Radio Corp.,** associate of the International Telephone & Telegraph Corp., has announced the appointment of **Earl Lipscomb Associates**

Earl Lipscomb

of Houston and Dallas, Tex., to represent the wire transmission and transformer divisions in Texas, Louisiana, Oklahoma, Arkansas and New Mexico.

The **Harnischfeger Corporation,** at Milwaukee, Wis., has announced the establishment of a new division to serve railroads exclusively, under the jurisdiction of **George A. Schmus,** the firm's general traffic manager. The railroad division will supply counsel and assistance in the field covered by P. & H. products, which include overhead electric traveling cranes, electric hoists, crawler cranes, electric welders and welding electrodes.

The **Link-Belt Company** has opened a district sales office in Albany, N. Y., with **J. Charles Bullock,** formerly district sales manager at Schenectady, N. Y., in charge. The firm's Schenectady office has been discontinued.

William C. Roederer, assistant district manager of the St. Charles, Mo., passenger car plant of the **American Car & Foundry Co.,** has been appointed district manager, to succeed **John W. Lawler** who has retired, after 50 years' service. The company also has announced the retirement of **James L. Mahon,** district manager of its Detroit, Mich, plant, who also has been associated with the company and its predecessors for almost 50 years.

Mr. Roederer joined the engineering department of American Car & Foundry's Jeffersonville, Ind., plant in 1910. He remained there until 1917 when he was transferred to the shops

William C. Roederer

to serve in various departments as assistant and general foreman until 1925, when he was promoted to assistant to superintendent. In 1930 he was appointed general superintendent of the Jeffersonville plant and, in 1939, he was transferred to the St. Charles plant as superintendent of the passenger car department. Mr. Roederer served in that capacity until his appointment as assistant district manager in 1945.

Fred J. Meyer, formerly manager of the railroad division of the Nelson Stud Welding Corporation, the manufacturing assets and patent interests of which have been purchased by the **Morton-**

Fred J. Meyer

Gregory Corporation (see *Railway Age* of May 8, page 67), has been appointed assistant to the Morton-Gregory general sales manager. **R. C. Friedly,** former construction industry specialist on the

Nelson staff, has been appointed assistant general sales manager, and **R. J. Kilmer,** assistant general sales manager for Nelson since 1946, has been appointed controller.

John W. Crossett has joined the development and research division of the **International Nickel Company,** at New York, to succeed the late **Frederick P. Huston.** Mr. Crossett, who for the last 11 years has been associated with the

John W. Crossett

Chicago, Milwaukee, St. Paul & Pacific, will follow railroad development work in his new position. He joined the Milwaukee in 1937 as an assistant metallurgist in the test department and subsequently was appointed chief metallurgist and assistant engineer of tests.

The **Dearborn Railway Specialty Company,** Dearborn, Mich., has announced the appointment of the **Casey-Newhall Corporation,** San Francisco, Cal., as exclusive distributor of its wheel grinding brake shoes in the Pacific coast

Alexander M. Casey

states. The Casey-Newhall Corporation, organized by **Alexander M. Casey,** its president, and **Walter S. Newhall** shortly after they were released from active service in the Navy, acts as Pacific coast representative of eastern manufacturers, handling equipment lines for railroads and industrial establishments.

Paul D. Curtis has been appointed resident representative of the **Cardwell Westinghouse Company** and the **Universal Railway Devices Company,** at St. Paul, Minn., with offices in the First National Bank building in that city.

Wirt Farley, Jr., formerly on the sales staff of the **Vapor Heating Corporation,** with headquarters at Chicago, has been appointed manager of the firm's office in San Francisco, Cal. **A. P. Stikkers,** formerly of the San Francisco office, has been appointed district engineer at Los Angeles, Cal.

Harry E. Thiele has been elected vice-president—manufacturing of the **General Steel Castings Corporation,** in charge of the manufacturing departments of the company's two plants at Granite City, Ill., and Eddystone, Pa., with

Harry E. Thiele

headquarters at Granite City. Mr. Thiele has worked for more than 35 years in supervisory capacities in the various production departments at the Commonwealth plant.

Charles S. Weber, formerly production manager of the White Advertising Company, at Cleveland, Ohio, has been appointed advertising manager of the **Thew Shovel Company,** Lorain, Ohio.

The **Whiting Corporation** of Harvey, Ill., has taken over the business and plant of Spencer & Morris, Inc., at Los Angeles, Cal., and will continue the manufacture of the tramrail-type materials-handling systems which the latter company has distributed during the past 25 years. The plant will operate as the Spencer-Morris Division of the Whiting Corporation.

R. B. Rennaker, who has been affiliated with the radio industry for the past 25 years, and who was formerly associated with both the Mutual and Columbia broadcasting systems, has been appointed sales manager of the mobile radiotelephone division of the **Federal Telephone & Radio Corp.,** manufacturing associate of International Telephone & Telegraph Corp.

Spencer A. Ware formerly sales manager of the original equipment division of the Fram Corporation, has joined the **R. H. Sheppard Company,** Hanover, Pa., as general sales manager. Mr. Ware previously held executive posi-

Spencer A. Ware

tions with the Chrysler Corporation and Willys-Overland. During the recent war he was assistant director of the automotive division of the War Production Board and was a member of the board of directors of the Heavy Duty Truck Integration Committee.

OBITUARY

H. A. Morrison, retired vice-president of the Simmons-Boardman Publishing Corporation, at Chicago, died at the Presbyterian hospital in that city on May 9, following a long illness.

George E. Boyd, who retired in January, 1947, as associate editor of *Railway Age* and of Railway Engineering & Maintenance, with headquarters at Chicago, died at Englewood Hospital in that city on May 14, following a long illness. Mr. Boyd was born at Roseville, Ill., on February 26, 1874, and was graduated by the University of Illinois in 1896 with the degree of B. S. in civil engineering. He first entered railroad service in 1897, as a track apprentice with the Illinois Central, and subsequently served as rodman, instrumentman, resident engineer, assistant engineer—maintenance, and assistant engineer—construction. He was appointed roadmaster in 1904, which post he held until 1911, when he joined the Delaware, Lackawanna & Western as superintendent of bridges and buildings. He was advanced to division engineer with that road in 1913, and in 1923 he became associated with the Railway Review as engineering editor. When the Railway Review was purchased in 1927 by the Simmons-Boardman Publishing Company (now Cor-

poration), publishers of *Railway Age* and Railway Engineering and Maintenance, he was appointed associate editor of the Railway Engineering and Maintenance Cyclopedia, also a Simmons-Boardman publication. Mr. Boyd served in that capacity until 1929, when he was advanced to the positions he held at the time of his retirement. Two of his outstanding accomplishments as associate editor of *Railway Age* and Railway Engineering and Maintenance were his preparation of annual summaries and forecasts of construction and maintenance activities in the former, and his conduct of the "What's the Answer?" department monthly in the latter.

EQUIPMENT AND SUPPLIES

G. N. Will Spend $13 Million

The board of directors of the Great Northern has authorized the purchase and construction of new passenger and freight equipment to cost in excess of $13,000,000. Thirty modern coaches and sleeping cars will be included in the purchases of passenger equipment, and, as soon as materials are available, the road plans to begin the construction of 500 all-steel, 50-ton box cars in its shops at Superior, Wis., and St. Cloud, Minn.

FREIGHT CARS

The **Western Maryland** has ordered 1,000 55-ton hopper cars from the Bethlehem Steel Company. Delivery of the cars is scheduled to begin in February, 1949.

PASSENGER CARS

The **Erie** has ordered 30 70-ft. steel baggage and express cars from the American Car & Foundry Co. at an approximate cost of $1,200,000. Delivery of the cars, the inquiry for which was reported in *Railway Age* of March 13, is scheduled for the fall of 1949.

LOCOMOTIVES

The **Reading** has ordered 15 1,000-hp. Diesel-electric switching locomotives from the Baldwin Locomotive Works. Delivery of the locomotives is scheduled for early fall.

SIGNALING

The **Baltimore & Ohio** has ordered equipment from the General Railway Signal Company for an all-relay, unit-wire electric interlocking. The control machine, to be located in Tower J, Willard yard, Willard, Ohio, will have a 21 by 55-in. control panel, equipped with 14 track indication lights and 31 levers for the control of 14 switch machines and 20 signals. Type-B plug-in relays, Type-U color-position-light signals, Model-5C electric switch machines and welded steel relay cases will be used in this installation.

The **Southern Pacific** has placed an order with the Union Switch & Signal Co. to cover the materials required for the code remote control of Polvo interlocking from Tucson, Ariz., a distance of four miles. The order includes a B-30 control panel, the office and field code apparatus, Style-M-22A dual-control low-voltage electric switch layouts and the relays, rectifiers and transformers. The field work will be handled by the railroad forces.

MARINE

The **Pennsylvania** has ordered a steel tugboat for use in New York harbor from the R.T.C. Shipbuilding Company of Camden, N. J. The vessel, first of its type to be ordered by the road since the war, will be 105-ft. long with a 26-ft. beam and a 14-ft. draft. It will be equipped with a coal-burning, 3-cylinder, double-acting Uniflow marine engine of 135 r.p.m. and 1,200 indicated horsepower, to be built by the Skinner Engine Company, Erie, Pa.

CAR SERVICE

I.C.C. Service Order No. 775 (revised), which provides for super-demurrage charges on freight cars, has been modified by Amendment No. 2, which increases the prescribed charges on gondola and hopper cars held more than three days after the expiration of free time, to $11 per car for the fourth day, or fraction thereof, and $16.50 per car per day, or fraction thereof, for each succeeding day. The high charges apply on "cars described in the current Official Railway Equipment Register under headings, Class G-Gondola Car Type, Class H-Hopper Car Type, and Class LO-Special Car Type." The amendment further provides that, when these cars are subject to an average demurrage agreement, the $3.30 per day debit charge (prescribed in the order for the first two days after free time) may be offset or reduced by accrued credits; but the higher charges for subsequent days may not be thus offset or reduced, "except on run-around cars."

I.C.C. Service Order No. 381 (revised), which requires prompt forwarding from Mobile, Ala., and Bauxite, Ark., of cars comprising trainload shipments of bauxite ore, has been modified by Amendment No. 3, which set back the expiration date from May 10 until November 10.

General Permit ODT 16C, Revised 1-C, Amendment 1, issued by the Office of Defense Transportation with a May 13 effective date, provides that shipments of overseas freight requiring a license from the Office of International Trade, may not be moved from origin points unless shipping documents bear the validated O.I.T. license number.

CONSTRUCTION

Atlantic Coast Line.—This road has authorized the following projects, the probable costs of which are shown in parentheses: Extending six crossing tracks between Waycross, Ga., and Atlanta ($70,950); and extending six other passing tracks between Manchester, Ga., and Birmingham, Ala. ($77,388).

Canadian Pacific.—This road has awarded a contract to Charles Duranceau, Ltd., Montreal, Que., for building an engine-house, a machine shop, a locomotive foreman's office and turntable pits on the site of the new hump-retarder freight yard at Cote St. Luc, Montreal, at an approximate cost of $1,000,000. (See *Railway Age* of August 16, 1947, page 74.)

Chicago, Indianapolis & Louisville.—This road has awarded the following contracts to E. T. Strom, of Gary, Ind. (estimated costs in parentheses): For lowering and relocating 1,235 lin. ft. of concrete pavement and constructing a concrete underpass with I-beam deck, in the Cedar Lake (Ind.) area ($49,900); and construction of a 1.9-mi. line change, including grading, clearing and drainage, between Cedar Lake and Creston, Ind. ($40,500).

Detroit Terminal.—The Barton-Malow Company of Detroit, Mich., has been awarded a contract by this road for the construction of a two-story office building, 97 ft. by 40 ft., at Mound road in Detroit. The building will cost approximately $70,000 and will house the entire general office staff of the railroad.

Grand Trunk Western.—This road has awarded a contract to the Cunningham-Rudy Company of Detroit, Mich., for the construction of a passenger station and alterations to the existing yard office at Grand Rapids, Mich.

Lehigh Valley.—This company plans to build a 3,100 ft. industrial track at Hazleton, Pa., to serve a new plant of the Electric Auto-Lite Company.

Missouri Pacific.—Improvement projects now underway on this road, or which will be started in the near future, are as follows (estimated costs in parentheses): Construct two mechanically operated lift bridges ($78,000) at St.

Louis, Mo., and a 66-ft. by 150-ft. building and other facilities in connection with Diesel locomotive repair shop ($250,000); install facilities at Rankan yard in St. Louis, for servicing and repairing of lightweight passenger train equipment ($146,300); complete various jobs at the road's facilities on Ewing avenue in St. Louis, including, among other things, installation of water treating and supply facilities for Diesel locomotives and the construction of an additional lead to the Diesel shop ($121,100); construct a two-story brick building at Main and Gratiot streets, St. Louis, to provide a freight office and wash and locker room facilities ($56,500); install wash and locker room facilities in the blacksmith shop at DeSoto, Mo. ($21,920); install water line, additional steel storage tank and treating equipment at North Little Rock, Ark. ($65,500); install oil and water facilities for Diesel locomotives at both ends of the union station platform in Little Rock, Ark. ($40,000); construct shops, enginehouses, office building and other facilities at Sedalia, Mo., to replace those destroyed by fire ($297,500); construct two-story reinforced concrete and brick building to house PBX exchange and telegraph facilities, located on Topping avenue in Kansas City, Mo. ($103,370); erect a one-story brick building and communication tower at Leeds, Mo. ($24,975); install two 400-hp. water tube boilers in power plant at Falls City, Neb. ($115,850); install Diesel locomotive servicing and repair facilities at Osawatomie, Kan. ($598,000); install fuel oil, water and sanding facilities for the servicing of Diesel locomotives at Hoisington, Kan. ($29,800); install fuel oil facilities for Diesel power at Osawatomie, Kan., Scott City, Salina, and Ordway, Colo. ($26,660); change alinement, raise grade and erect bridge at Cache, Ill., made necessary by the government's construction of a diversion channel to the Cache River ($162,000); construct a new 6,169-ft. connection to the Hot Springs (Ark.) subdivision at Benton, Ark. ($84,385); rearrange and expand tracks and interlocking facilities at Kansas City ($509,000); revise alinement of the main track in the vicinity of Pope, Kan. ($89,000); extend bridges No. 35 and 35-A and raise track a maximum of 4.5 ft., at Union, Neb. ($63,000); change alinement and raise 1,500 ft. of existing main track a maximum of one ft., at Gypsum, Kan. ($62,800); extend yard tracks at Hoisington ($48,380); make line and grade changes at Palarm, Ark., in connection with river protection work recommended by U. S. district engineer ($251,300); replace 661 ft. of untreated open-deck pile trestle at the north approach to bridge 637, at Arkadelphia, Ark., with 27-ft. beam span and 630 ft. of concrete trestle, and raise track a maximum of two ft. ($57,000); replace semaphore signals with color light signals and change from overlap to APB signaling, between Piedmont, Mo., and Poplar Bluff ($105,000); install electric switch locks on hand-throw switches controlling movements between sidings and main track on lines where trains are operated by signal indication, at Higginson, Ark., Valentine, Newport, Bald Knob, Beebe and Holland, Washington, Mo., J. J. Siding, Chamois and Gasconade ($151,500); replace semaphore signals with color-light signals between New Haven, Mo. and Osage ($111,000); and install interlocking plant at Wichita, Kan. ($85,320).

The road will reconstruct bridges and raise track at the following points: Nuckles, Ark., bridges No. 315-B, 316, 317 and 322-A, ($161,000); Sprudel, Ark., bridge No. 771-A ($24,700); Witherspoon, Ark., bridge No. 635 ($22,600); Arkadelphia, Ark., bridge No. 636 ($54,500); and Centropolis, Mo., bridges No. 4 and 4-A over Big Blue river ($89,000). The following bridges will also be reconstructed: No. 44 and 45, at Morton, Ark., ($84,500); No. 32, at Patterson, Ark. ($23,000); No. 9, at Rio Vista, Ark. ($83,000) and No. 15 ($27,900); and No. 30, at Sterlington, La. ($139,800).

Louisville & Nashville.—This road has authorized the installation of centralized traffic control on the Eastern Kentucky division, between Hazard and Blackey, 27 mi. The project will cost an estimated $524,000, and is expected to be completed early next year.

Pennsylvania.—This road has announced that work soon will be started on the construction of a steel frame and brick passenger station adjacent to the Curtis Publishing Company's new plant at Sharon Hill, Pa. L. P. Struble, chief engineer of the road's eastern region, will be in charge of construction, which is expected to be completed early in the fall. The station's waiting room will be 19-ft. by 42-ft. A ticket office 13-ft. by 12-ft. and a 16-ft. by 9-ft. baggage room are included in the plans and 600-ft. loading platforms will be built on both sides of the track. Shelters will cover 300 feet of the loading platforms on each side.

Pittsburgh & West Virginia.—This road has awarded a contract to W. K. & S. A. McPherson, Edgeworth, Pa., for constructing an overhead tramway bridge to serve the Banning mine of the Pittsburgh Consolidation Coal Company, Smithton, Pa., at an estimated cost of $26,000.

Richmond Fredericksburg & Potomac.—This road has authorized the construction of a freight station at Quantico, Va., at a probable cost of $80,000.

Point Comfort & Northern.—This new company has applied to the Interstate Commerce Commission for authority to construct a line extending approximately 12 miles from a point near Point Comfort, Tex., to a connection with the St. Louis, Brownsville & Mexico at Lolita, to serve a $20,000,000 plant to be constructed by the Aluminum Company of America at Point Comfort.

FINANCIAL

New Security Issues

The following **applications** have been filed with the Interstate Commerce Commission:

Chicago, Rock Island & Pacific.—To assume liability for $4,590,000 of series A equipment trust certificates, the proceeds of which will be applied toward the purchase of the following equipment, all of which will be acquired from the Pullman-Standard Car Manufacturing Co.:

Description	Estimated Unit Price
1,000 50-ton steel box cars	$4,456
3 observation-lounge sleeping cars	117,030
1 22-roomette sleeping car	110,700
2 12 double-bedroom sleep'g cars	93,760
1 type 2-4-4 sleeping car	110,800
5 type 8-6-4 sleeping cars	103,330

The certificates, to be sold on the basis of competitive bidding, will be dated July 1, and will mature in 30 semi-annual installments of $153,000, starting January 1, 1949.

Reading.—To assume liability for $4,800,000 of series O equipment trust certificates, the proceeds of which will be applied toward the purchase of 3 6,000-hp. Diesel-electric road freight locomotives, at an estimated unit cost of $604,900, and 1,000 steel box cars, at an estimated unit cost of $4,443. The locomotives will be acquired from the American Locomotive Company and the box cars from the American Car & Foundry Co. The certificates, to be sold on the basis of competitive bidding, will be dated June 1 and will mature in 20 semi-annual installments of $240,000, starting December 1.

Division 4 of the I.C.C. has **authorized:**

Baltimore & Ohio.—To assume liability for $4,500,000 of series Y equipment trust certificates, the proceeds of which will be applied toward the purchase of 1,270 70-ton open-top steel hopper cars, estimated to cost $5,633,650, as reported in *Railway Age* of May 1, page 66. The certificates will be dated May 1 and will mature in annual installments of $450,000, starting May 1, 1949. The report also approves a selling price of 99.22 with a 2⅜ per cent interest rate, the bid of Harris, Hall & Co., and associates, on which basis the average annual cost will be approximately 2.54 per cent. The certificates were reoffered to the public at prices yielding from 1.5 per cent to 2.7 per cent, according to maturity.

City of New Orleans, La.—To issue $15,000,000 of City of New Orleans Union Passenger Terminal bonds, the proceeds of which will be applied toward the construction of a new union passenger terminal in that city (see *Railway Age* of April 17, page 67). The bonds will be dated January 1, and will bear interest at the rates of 4 per cent yearly from 1953 to 1956, inclusive; 2¾ per cent yearly from 1957 to 1987 inclusive; and 2½ per

cent yearly from 1988 to maturity in 1998. They will mature in 38 annual installments, starting at $225,000 on January 1, 1953, and increasing each year to $630,000 on January 1, 1989, with the final installment of $100,000 being due on January 1, 1998. The report also approves a selling price of $15,013,200, with the varying 2½ per cent- 4 per cent interest rate, the bid of Halsey, Stuart & Co., and associates, on which basis the average annual cost will be approximately 2.73 per cent.

The commission, meanwhile, acting on a petition filed by the Railway Labor Executives' Association, has reopened the proceeding for the sole purpose of reconsidering the time limitation prescribed in the conditions for the protection of employees. As reported in the April 17 issue, the commission imposed protection conditions for a period of four years from the date of its April 7 order.

Illinois Central.—To assume liability for $14,000,000 of series Z equipment trust certificates, the proceeds of which will be applied toward (1) providing funds so that the I.C. may reimburse its treasury in part for expenditures already made during the current year for the purchase of its own bonds; (2) the further purchase of such bonds; and (3) the acquisition of additional equipment and other capital purposes. The equipment to be subjected to the trust consists of 53 locomotives, 51 passenger cars and 3,073 freight cars, the original cost of which amounted to $20,399,847, and the depreciated value of which amounted to $18,884,469 as of April 1. The certificates will be dated April 1 and will mature in 20 semi-annual installments of $700,000, starting October 1. The report also approves a selling price of 99.405, with a 2½ per cent interest rate, the bid of Halsey, Stuart & Co., and associates, on which basis the average annual cost will be approximately 2.63 per cent. The certificates were reoffered to the public at prices yielding from 1.35 per cent to 2.75 per cent, according to maturity.

Central of New Jersey.—*Reorganization.*—The Interstate Commerce Commission has set back to June 29 its originally scheduled May 25 hearing with respect to the reorganization of this road. The hearing, to be held at the commission's Washington, D. C., offices before Examiner J. V. Walsh, will deal with plans heretofore filed and any other plans that may be filed during the hearing.

Chicago, Rock Island & Pacific.—*Initial Preferred Dividend.*—This road has declared an initial dividend of $2.50 a share on the preferred stock, payable on June 30 to stockholders of record on June 10. The dividend covers the first half of 1948 and it is contemplated that future preferred dividend action will be on a quarterly, instead of a semi-annual, basis.

Pittsburgh & Lake Erie.—*Changed Dividend.*—This road has declared a dividend of $3 a share on the common stock, payable on June to stockholders of record on May 26. Two payments were made on this issue last year, one of $4 on December 15 and the other of $2 on June 16.

Dividends Declared

Catawissa.—5% 1st issue pfd., 75c, semi-annually; 5% 2nd issue pfd., 75c, semi-annually, both payable May 22 to holders of record May 8.

Chicago, Rock Island & Pacific.—5% pfd. series A (initial), $2.50, semi-annually, payable June 30 to holders of record June 10.

Delaware & Bound Brook.—50c, quarterly, payable May 20 to holders of record May 13.

Detroit, Hillsdale & South Western.—$2.00, semi-annually, payable July 6 to holders of record June 18.

Little Schuylkill Navigation & Coal.—75c, semi-annually, payable July 15 to holders of record June 10.

New York, Chicago & St. Louis.—6% preferred A (accum.), $3.00, payable July 1 to holders of record June 15; 6% preferred A (accum.), payable October 1 to holders of record September 15.

Norfolk Southern.—50c, quarterly, payable June 15 to holders of record June 1.

Pittsburgh, Bessemer & Lake Erie.—6% preferred, $1.50, semi-annually, payable June 1 to holders of record May 15.

Pittsburgh & Lake Erie.—irregular, $3.00, payable June 15 to holders of record May 26.

Pittsburgh, Youngstown & Ashtabula.—7% preferred, $1.75, quarterly, payable June 1 to holders of record May 20.

Virginian.—62½c, quarterly, payable June 25 to holders of record June 11.

Average Prices Stocks and Bonds

	May 18	Last week	Last year
Average price of 20 representative railway stocks	54.66	53.14	41.74
Average price of 20 representative railway bonds	89.09	88.66	85.58

ABANDONMENTS

Application has been filed with the Interstate Commerce Commission by:

Central of Georgia.—To abandon a 17.2-mile branch from Chickamauga, Ga., to Durham. The applicant advised the commission that the branch is being operated at a loss and that there is no prospect for any increase in tonnage. It said that an expenditure of $70,000 would be required if operation of the branch is to be continued.

Division 4 of the I.C.C. has **authorized:**

Evansville Suburban & Newburgh.—To abandon its entire line, extending 18 miles from Evansville, Ind., to Boonville, subject to the condition that the applicant sell the line, or any portion thereof, to any responsible party offering, within 40 days from May 4, to purchase it for continued operation at not less than the net salvage value. According to the commission's report, no industries requiring rail-transportation facilities are located on the line, and the E.S.&N. will continue operating buses for the transportation of passengers over a highway paralleling the railroad. The line, the commission said, now has practically no source of income except a small switching business.

Illinois Central.—To abandon a line extending from Grenada, Miss., to Grenada Junction, approximately 31.5 miles. The commission, noting that the line has been operating at substantial losses, said that although the abandonment will result in depreciation in property values and inconvenience to some shippers, the applicant cannot be expected to keep the line in operation at a loss while awaiting further development of the territory, the reopening of sand and gravel pits or other potential traffic.

New York Central.—To abandon a portion of a branch from Wellsboro, Pa., to Antrim, 12.3 miles. Passenger operations over the segment ceased in 1930 and no freight trains have been operated since May, 1946. The commission said that there is no present public need for the line, as the highways adjacent thereto appear to be ample to handle any traffic.

Southern Pacific.—To abandon a 1.7-mile portion of a branch from a point near Ensley, Cal., to the end of the branch near Karnak. According to the commission's report, no service has been rendered over the line since 1946.

RAILWAY OFFICERS

EXECUTIVE

Arthur C. Leake, whose election as vice-president in charge of traffic of the Minneapolis & St. Louis, with headquarters at Minneapolis, Minn., was reported in *Railway Age* of May 8, was born at Monett, Mo., on March 31, 1889. After a public school education, he entered railway service in December, 1904, as a clerk in the mechanical department of the St. Louis-San Francisco at Monett, serving in that capacity until 1907, when he became a brakeman on the

Arthur C. Leake

Eastern division of the Frisco. During World War I he served with the Transportation Corps in France, rising to the grade of master sergeant. From 1919 to 1921, Mr. Leake was engaged in the railway tie business, returning to the Frisco in August of the latter year as a clerk in the traffic department. He was subsequently promoted to chief clerk in the milk traffic department, and later served in the same capacity

in the office of the division passenger agent at Memphis, Tenn., and as city freight and passenger agent at that point. In April, 1929, Mr. Leake went with the Minneapolis & St. Louis as traveling agent at St. Louis, Mo., and in 1936 he was advanced to general agent at Birmingham, Ala. He was transferred to St. Louis in 1943, and in September, 1945, he was promoted to traffic manager, the post he held at the time of his election as vice-president in charge of traffic.

Herbert W. Ward, whose election as executive vice-president of the Illinois Terminal, with headquarters at St. Louis, Mo., was reported in *Railway Age* of May 8, was born on April 24, 1894, at Spooner, Wis. Mr. Ward received his higher education at the Minnesota College of Law, having been awarded the LL.B. degree in 1934. He began his railroad career with the M. & St. L. in 1908 as a clerk in the tariff department, and in 1910 he joined the Chicago, St. Paul, Minneapolis &

Herbert W. Ward

Omaha as a clerk. He subsequently held successive positions with that road as brakeman, conductor, traveling freight and passenger agent at Duluth, Minn., and city freight agent at Minneapolis, Minn. Mr. Ward rejoined the M. & St. L. in 1935 as general freight agent, advancing to traffic manager in 1936 and to general traffic manager in 1938. He was advanced in 1943 to vice-president—traffic, which position he held at the time of his election to the Illinois Terminal post.

D. L. Keiser, vice-president of the Texas Mexican, has been elected president, with headquarters at San Antonio, Tex., succeeding the late **R. W. Morrison,** whose death was reported in *Railway Age* of April 24. **R. R. Fenner,** general manager of the road, has been elected vice-president at Laredo, Tex.

A. P. Titus, president and general manager of the Illinois Terminal, with headquarters at St. Louis, Mo., has been elected chairman of the road's executive committee. Mr. Titus has announced his intention to retire following the annual meeting of the board of directors in September, at which time it is proposed that **H. W. Ward,** recently elected executive vice-president, will be selected to head the road. Mr. Ward's election as executive vice-president was reported in the *Railway Age* of May 8.

H. J. Midgette has been promoted to president's assistant, Seaboard Air Line, with headquarters at Norfolk, Va. Mr. Midgette, a native of Hyde county, N. C., attended schools of Belhaven, N. C., and business college in Norfolk.

H. J. Midgette

He entered the service of the Seaboard in 1919 in the accounting department at Portsmouth, Va. After serving in various capacities in that department, he became a statistician in the president's office in 1944, subsequently becoming office assistant to the president in 1946.

J. Elmer Monroe, assistant director of the Bureau of Railway Economics of the Association of American Railroads, has been appointed assistant vice-presi-

J. Elmer Monroe

dent of the bureau. Mr. Monroe has been on the staff of the bureau since October, 1913, except for a period of two years when he served as an officer in the United States Army during World War I. From 1923 to March, 1941, he held the position of statistician, and on April 1, 1941, he became assistant director of the bureau. Mr. Monroe has been associated on several occasions with the Carriers' Conference Committees in connection with railroad wage settlements, and has appeared as a witness for the railroads before emergency and arbitration boards in wage cases. He also represented the railroads in rate cases before the Interstate Commerce Commission and various state commissions. The new A.A.R. assistant vice-president is the author of "Railroad Men and Wages."

Clair M. Roddewig, general counsel of the Chicago & Eastern Illinois, has been elected vice-president—law, with headquarters as before at Chicago.

J. C. White, vice-president in charge of the New York Zone of the Pennsylvania, with headquarters at New York, has been advanced to vice-president in charge of purchases, stores and insurance of the system, with headquarters at Philadelphia, Pa., succeeding **C. D. Young,** who will retire on June 1 after 46 years of service. **H. H. Pevler,** general manager of the Central region at Pittsburgh, Pa., has been advanced to vice-president in charge of the New York Zone and the Long Island, succeeding Mr. White.

J. C. White

Mr. White, a native of Huntingdon, Pa., and a graduate of Pennsylvania State College in civil engineering, entered the service of the P. R. R. in 1912 as a chainman. He subsequently had extended experience in many areas of the road as assistant supervisor, supervisor, division engineer and superintendent. During 1933 and 1934 he was superintendent of the Philadelphia Terminal division, and later superintendent of freight transportation of the Eastern region at Philadelphia. He also served as superintendent at Terre Haute, Ind., and Pittsburgh. Mr. White became general manager of the Western region at Chicago in 1935 and transferred to the

Central region at Pittsburgh in 1939. He was promoted to vice-president at New York on February 1, 1946.

Mr. Young, born at Washington, D. C., and a graduate of Cornell University, has been in the P.R.R.'s service since 1902, starting as a special apprentice. He advanced through the mechanical engineering grades to engineer of tests at Altoona, Pa., in 1911, and to superintendent of motive power of the Southern General division in 1917. Mr.

C. D. Young

Young became supervisor of stores in 1920 and was subsequently stores manager, general purchasing agent and assistant vice-president in charge of purchases, stores and insurance. He became head of the department, as vice-president, in 1932 and in 1938 his responsibilities were enlarged to include the Real Estate department. Mr. Young

H. H. Pevler

was elected a director in 1939. Mr. Young is a widely known authority on the technological and metallurgical requirements of the transportation industry. In World War I he served in France as a lieutenant colonel in the Transportation Corps. In World War II he was commissioned a brigadier general and appointed director of the Procurement and Distribution Division, Service of Supply, United States Army. Following his work in that capacity he went on inactive status and became assistant director, and afterwards deputy director and acting director, of the Office of Defense Transportation, returning to the P.R.R. on November 1, 1945.

Mr. Pevler, a native of Waynestown, Ind., and a graduate of Purdue University, entered the service of the Pennsylania in 1927 as an assistant on the engineers' corps in Philadelphia. He subsequently had extended experience in many areas of the railroad as assistant supervisor, supervisor, division engineer and superintendent. He became superintendent of freight transportation at Philadelphia in 1940 and was later superintendent of the Philadelphia Terminal division. In 1942 he was appointed general superintendent of the Eastern Pennsylvania division at Harrisburg, Pa., and from that post advanced to general manager of the Western region at Chicago in January, 1946. Mr. Pevler has been general manager of the Central region at Pittsburgh since October 16, 1946.

FINANCIAL, LEGAL and ACCOUNTING

Charles Cook Howell, senior general solicitor of the Atlantic Coast Line, has been elected general counsel, with headquarters as before at Wilmington, N. C. The title of senior general solicitor has been abolished. A photograph and biography of Mr. Howell appeared in *Railway Age* of April 17, page 74.

A. G. Collier, acting auditor of the Texas City Terminal, at Texas City, Tex., has been elected auditor.

Guy W. Knight, assistant general counsel of the Pennsylvania at Philadelphia, Pa., has been appointed general attorney. Born in Port Deposit, Md., and a graduate of Pennsylvania State College and of the University of Pennsylvania Law School, Mr. Knight entered railroad service with the Pennsylvania in 1934 as a law clerk. He was subsequently assistant solicitor, assistant general solicitor, and assistant to the general counsel. During the war, Mr. Knight served in the Navy Department at Washington, and on the staff of the commandant of the Fourth Naval District at Philadelphia as a lieutenant. Upon his return to the P.R.R., he was appointed assistant general counsel on October 1, 1945. Throughout the recent wage and rule negotiations at Chicago with the enginemen, firemen and switchmen, Mr. Knight acted as chief counsel for the railroads on wage matters.

OPERATING

W. E. Mullins has been appointed acting superintendent of the Boston division of the New York, New Haven & Hartford at Boston, Mass., succeeding **Colonel W. S. Carr,** who has been appointed assistant regional director, Eastern region, in connection with the Army's operation of the railroads.

G. W. Kelly has been appointed general manager of the Texas Mexican, with headquarters at Laredo, Tex.

George Morse Leilich has been appointed superintendent of the Wyoming division of the Lehigh Valley, with headquarters at Wilkes-Barre, Pa., as reported in *Railway Age* of May 8. Mr. Leilich was born on December 18, 1916, at Milwaukee, Wis., and attended Baltimore Polytechnic Institute. He received his M.E. degree from Purdue University in 1936 and was graduated in business administration from Yale University in 1937. Entering railroad service on July 6, 1937, with the Lehigh Valley, Mr. Leilich served as special apprentice at Bethlehem, Pa., until July 1, 1938, when he was transferred to Sayre, Pa. He was appointed transportation inspector at Bethlehem on March 1, 1940, and became assistant trainmaster on the New York division at Jersey City, N. J., on January 16, 1941. He was promoted to train master of the New York division at Easton, Pa., on August 1, 1941, transferring to the Wyoming division at Wilkes-Barre on June 16, 1944, and back to the New York division at Jersey City on February 1, 1948, where he remained until his recent promotion.

Albert W. St. Clair, superintendent of the Appalachian division of the Southern, with headquarters at Bristol, Va.-Tenn., has been transferred to the Asheville division, with headquarters at Asheville, N. C., succeeding **Thomas R. Good,** who replaces Mr. St. Clair at Bristol. **Lonnie I. McNutt,** assistant superintendent of the Knoxville division at Knoxville, Tenn., has been appointed superintendent of the Georgia Southern & Florida at Macon, Ga., and will also have jurisdiction over St. Johns River Terminal at Jacksonville, Fla. Mr. McNutt succeeds **Berry F. Langford,** who has retired after 47 years of service. **John P. Mumford,** trainmaster of the Washington division at Charlottesville, Va., has been appointed assistant superintendent of the Knoxville division, succeeding Mr. McNutt.

Mr. McNutt, a native of Alabama, was born on July 30, 1901, and after attending Alabama public schools, entered the Southern's service in February, 1918, as a call boy at Jasper, Ala. He later served as a telegrapher at various points on the Birmingham division and subsequently at Birmingham as train dispatcher, night chief dispatcher and assistant trainmaster. He was promoted to trainmaster at Selma, Ala., in October 1944, and was transferred to Louisville, Ky., in a similar capacity in February, 1946. On March 16, 1947, he was promoted to assistant superintendent at Knoxville, which position he held until his recent appointment.

W. W. Patchell, general manager of the Western region of the Pennsylvania at Chicago, has been transferred to the Central region at Pittsburgh, Pa., succeeding **H. H. Pevler,** who has been advanced to vice-president of the New York Zone. **James P. Newell, Jr.,** general superintendent of the Eastern Pennsylvania division at Harrisburg, Pa., succeeds Mr. Patchell as general manager of the Western region. **Allen J. Greenough,** superintendent of the Maryland division at Baltimore, Md., has been appointed general superintendent at Harrisburg, succeeding Mr. Newell. **T. E. Boyle,** superintendent of freight transportation of the Western region at Chicago, succeeds Mr. Greenough at Baltimore and **W. C. Allen,** trainmaster of the Conemaugh division, succeeds Mr. Boyle as superintendent of freight transportation at Chicago.

Mr. Newell was born at Carthage, Mo., on September 18, 1902, and received his civil engineering degree from Princeton University in 1924. He entered railroad service in 1927 as assistant on an engineering corps, Pittsburgh division, P.R.R., subsequently serving as assistant supervisor of track at Sharpsburg, Pa., and Carnegie, and as supervisor of track of the Buffalo division at East Aurora, N. Y., and on the Erie and Ashtabula, Pittsburgh, Middle and Maryland divisions. In January, 1936, he became assistant division engineer of the Middle division at Altoona, Pa., and in March, 1938, he was appointed division engineer of the Long Island at Jamaica, N. Y. Mr. Newell was appointed division superintendent at Logansport, Ind., in April, 1940, transferring to Terre Haute, Ind., in February, 1942. He became superintendent freight transportation at Chicago in February, 1943, and general superintendent at Indianapolis, Ind., in October, 1944, transferring to Harrisburg in January, 1946, where he remained until his recent promotion.

James P. Newell, Jr.

Mr. Greenough was born at San Francisco, Cal., on September 20, 1905, and received his B.S. in C.E. degree from Union College, Schenectady, N. Y. He entered railroad service in 1928 as assistant on an engineering corps of the P.R.R., subsequently serving as assistant supervisor of track. In 1933 he was appointed supervisor of track, in which capacity he served successively on the Cincinnati, Philadelphia and New York divisions until 1939, when he became division engineer, serving on the Columbus and Pittsburgh divisions until 1945. Mr. Greenough then became superintendent of the Wilkes-Barre division at Sunbury, Pa., and in April, 1946, he was appointed superintendent freight transportation at Chicago. He became superintendent of the Maryland division at Baltimore in January, 1947.

Allen J. Greenough

Mr. Boyle was born at Crawfordsville, Ind., on June 5, 1907, and received his B.S. in C.E. degree from the University of Notre Dame in 1928. He entered railroad service in the maintenance of way department of the Pennsylvania where he served during summer vacations from 1922 to 1928. He became assistant on an engineering corps on the Toledo and Fort Wayne divisions in 1928 and two years later he was appointed assistant supervisor track, Fort Wayne division. Mr. Boyle then served successively as general welding foreman on the Western region, assistant supervisor of track on the Columbus division, acting supervisor track on the Cincinnati and Indianapolis divisions, and assistant supervisor track on the New York division. In 1936 he was appointed supervisor track of the Pennsylvania-Reading Seashore Lines and two years later he was transferred to the Philadelphia Terminal division. Mr. Boyle became assistant division engineer of the Fort Wayne division in 1940 and was promoted to division engineer of the Conemaugh division in 1941, and to the Philadelphia Terminal division in 1943. He became superintendent of the Indianapolis division in 1945 and was appointed superintendent of freight transportation of the Western region at Chicago in January, 1947.

T. E. Boyle

TRAFFIC

Sidney R. Spencer has been appointed assistant general passenger agent of the Reading, in charge of sales and service, with headquarters at Philadelphia, Pa., succeeding the late **Harry A. Krause.**

Robert Pirrie, chief of the tarriff bureau of the Canadian National at Montreal, Que., has been appointed assistant general freight agent at Toronto, Ont.

Paul C. Servine, traveling passenger agent of the Atlantic Coast Line at Philadelphia, Pa., has been appointed district passenger agent at Pittsburgh, Pa.

John S. McCormick, district perishable freight agent of the Chicago, Rock Island & Pacific, with headquarters at Los Angeles, Cal., has retired after 26 years of service with the road.

C. M. Byers, assistant general freight agent of the Chesapeake & Ohio at Columbus, Ohio, has been promoted to assistant freight traffic manager, with headquarters at Chicago. He is succeeded by **C. N. Page,** division freight agent at Richmond, Va., who, in turn, is replaced by **Forrest Jackson,** general agent at Lynchburg, Va.

Carl L. Froelich has been appointed general agent of the Chicago, Indianapolis & Louisville, with headquarters at Washington, D. C. Mr. Froelich is succeeded as district freight agent at New York by **Pat diLustro.**

Harry F. Walker, freight agent of the Canadian National at Bonaventure, Que., has been appointed manager of National Terminals of Canada at Montreal, succeeding **F. A. Young,** who has retired after many years of service.

Leo F. Hatcher, formerly foreign freight agent of the Chicago, Rock Island & Pacific at Houston, Tex., has been

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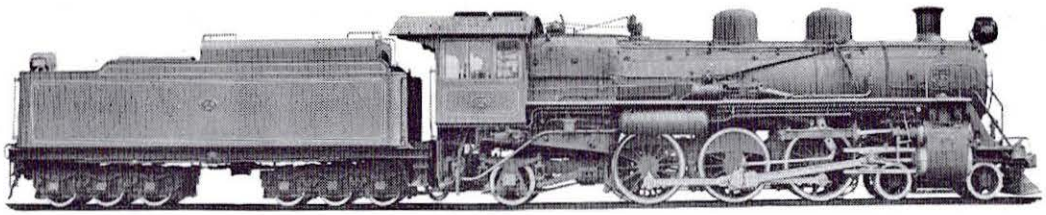

Si, Si, Señor—

IT'S 15 LIMA-HAMILTONS FOR THE ARGENTINE

We have recently shipped fifteen of these 4-6-2's to the Argentine State Railways.

These combination freight and passenger locomotives burn oil, weigh 180,000 lb. and will develop a tractive force of 29,330 lb.

In South America, as in this country, in Europe, and the Far East, locomotives like these—carrying the familiar Lima diamond—are doing an outstanding job in meeting today's and tomorrow's traffic demands, and in maintaining Lima-Hamilton's world-wide reputation for quality products.

LIMA HAMILTON CORPORATION

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.

DIVISIONS: *Lima, Ohio* — Lima Locomotive Works Division; Lima Shovel and Crane Division. *Hamilton, Ohio* — Hooven, Owens, Rentschler Co.; Niles Tool Works Co.

advanced to general agent at New Orleans, La. Mr. Hatcher is succeeded by **Lee F. Talkington,** formerly traveling freight agent for the St. Louis-San Francisco at Omaha, Neb. **J. J. Hinkle,** traveling freight and passenger agent, with headquarters at Seattle, Wash., has been appointed general agent of the Rock Island at that point, succeeding **R. N. Gordon,** who has retired after 49 years of service with the road. **J. K. Bleakmore** has been appointed division freight agent at Little Rock, Ark.

T. Ross Kendall, commercial agent of the Illinois Central, with headquarters at Tampa, Fla., has been appointed district freight agent at Louisville, Ky., succeeding the late **John L. Weeks.**

J. M. Adams has been appointed district freight agent of the Union Pacific, with headquarters at New York.

John W. Bray, who has been a member of the Standing Rate Committee of the Southern Freight Association for the past 20 years, has retired because of continued ill health. Mr. Bray's service with southern carriers covers a period just short of 50 years.

L. R. Biven, whose appointment as assistant to freight traffic manager of the Atlantic Coast Line at Wilmington, N. C., was reported in *Railway Age* of February 21, was born at Louisville, Ky., on October 11, 1904. He entered railroad service on January 1, 1935, with the Louisville & Nashville at Orlando, Fla. Mr. Biven became commercial agent of the Atlantic Coast Line at Chicago on October 1, 1939, transferring to Birmingham, Ala., on January 1, 1941, and to New Orleans, La., on February 15, 1947.

L. B. Hall, division freight agent of the Chicago, Rock Island & Pacific, with headquarters at Lincoln, Neb., has been appointed assistant general agent, freight traffic department, with headquarters at Los Angeles, Cal. Mr. Hall is succeeded by **Everett T. Willson,** division freight agent at Peoria, Ill.

Walter W. Johns, general agent of the Union Pacific, with headquarters at Lincoln, Neb., will become general agent, freight department, at Omaha, Neb., on June 1. He will be succeeded by **Arthur H. Genge,** freight traffic agent at Denver, Colo.

Joseph G. Wheeler, general passenger agent of the Western Pacific, with headquarters at San Francisco, Cal., has been promoted to passenger traffic manager.

George C. Spahn, whose appointment as general passenger agent of the Lehigh Valley at New York was reported in *Railway Age* of March 6, started his railroad career as a clerk in the passenger department of the Lehigh Valley at Philadelphia, Pa., in 1920. Mr. Spahn later held posts at Rochester, N. Y., New York and Ithaca, before becoming division passenger agent at Buffalo in January, 1946. He was holding the latter position at the time of his recent appointment as general passenger agent at New York.

MECHANICAL

Andrew J. Ferentz, whose appointment as assistant superintendent motive power-car of the Lehigh Valley at Sayre, Pa., was reported in *Railway Age* of May 8, was born on November 7, 1899, at Budapest, Austria-Hungary. After attending high school at Wilkes-Barre, Pa., for one year, Mr. Ferentz entered railroad service on July 24, 1919, with the Central of New Jersey as car repairman at Ashley, Pa., and in 1926 he was appointed gang foreman there. Two years later he became chief piece work inspector, being appointed general car foreman in 1930 and assistant general car foreman in 1931, all at Ashley. In November, 1934, Mr. Ferentz became foreman car yards at Jersey City, N. J., leaving the Central of New Jersey on January 1, 1942, to go with the Lehigh Valley as superintendent car department at Sayre. He was appointed assistant superintendent of the Wyoming division of the L. V. at Wilkes-Barre on September 16, 1942, being promoted to superintendent of that division on April 1, 1943. Mr. Ferentz was transferred to the Buffalo (N.Y.) division on January 4, 1945, which position he held until his recent appointment.

Cecil Asa White has been appointed superintendent of motive power of the Western division of the Atlantic Coast Line at Fitzgerald, Ga., succeeding **Charles S. Perry,** who retired on March 1. Mr. White was formerly master mechanic at Rocky Mount, N. C., where he was succeeded by **Charles O. Butler,** who was transferred from Florence, S. C. **E. L. Spicer,** general foreman at Waycross, Ga., has been appointed master mechanic of the Waycross district, with the same headquarters. **James F. Crawford,** assistant chief clerk at Wilmington, N. C., has been appointed general car inspector at Jacksonville, Fla. **Frank D. Sineath,** general foreman, has been appointed acting master mechanic of the Columbia and Charleston, districts, with headquarters at Florence, S. C.

Mr. White was born at Montgomery, Ala., on March 12, 1889, and received his education in the local schools. He is a graduate of International Correspondence School in mechanical engineering. Mr. White entered the service of the A.C.L., as apprentice machinist at Montgomery on September 6, 1904. He became machinist in November, 1909; erecting shop foreman in October, 1910; enginehouse foreman in July, 1914; general foreman at Charleston, S. C., in February, 1920; master mechanic at Waycross, Ga., in March, 1921; shop superintendent there in November, 1923; title changed to master mechanic in June, 1933. Mr. White entered military service in the 703rd Railway Grand Division on August 1, 1942, serving in North Africa, and came out of the service as lieutenant colonel. He was appointed acting master mechanic at Florence, S. C., on March 14, 1945, and master mechanic at Rocky Mount, N. C., on July 1, 1945, holding the latter position until his recent appointment as superintendent of motive power.

Mr. Perry is a native of Alabama and entered the service of the Atlanta, Birmingham & Coast on November 1, 1921, as machinist and was subsequently promoted to night roundhouse foreman, general foreman and master mechanic at Fitzgerald, Ga. He was advanced to superintendent motive power at Atlanta, Ga., in August, 1938, transferring to Fitzgerald with the merger of the A.B.&C. and the A.C.L.

ENGINEERING and SIGNALING

J. H. McFadden, assistant engineer of the Missouri Pacific, at St. Louis, Mo., has retired.

H. O. Wray, assistant secretary and engineer of maintenance of way and structures of the Texas City Terminal, with headquarters at Texas City, Tex., has been appointed chief engineer.

H. L. Black, signal engineer of the Atlantic region of the Canadian National at Moncton, N. B., has been appointed signal engineer of the system, with headquarters at Montreal, Que.

S. W. Miller, telephone and telegraph inspector of the Pennsylvania at Chicago, has been appointed superintendent of communications of the New York, Chicago & St. Louis, with headquarters at Cleveland, Ohio, succeeding **R. C. Wickizer,** who retired on April 30.

G. D. Poole, communication engineer of the Erie, has been appointed assistant superintendent of communications, with headquarters as before at Cleveland, Ohio, succeeding **J. P. Kreiter,** who has retired under the pension rules of the company after nearly 48 years of service. Mr. Kreiter's headquarters were at Jersey City, N. J.

SPECIAL

Alfred B. Berry, a New York attorney formerly with the Federal Bureau of Investigation, has been appointed superintendent of the security division, Prevention and Security Department, Railway Express Agency.

Richard Joseph has been appointed public relations representative of the New York, New Haven & Hartford at New York, in charge of the road's press, magazine and radio contacts in the metropolitan area. Mr. Joseph was

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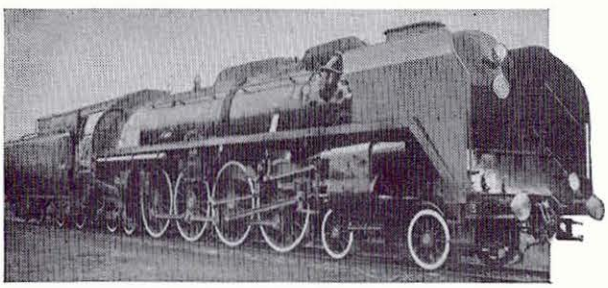
A REPORT FROM FRANCE . . .

on the Franklin Automatic Compensator and Snubber

In the December, 1947, issue of the Revue Generale des Chemins de Fer, M. Chapelon, the eminent French locomotive authority, describes the latest French 4-8-4 three-cylinder compound locomotive and makes the following statements:

"In addition to a frame built as rigid as possible all driving axles have been equipped with the Franklin Compensators and Snubbers. With this arrangement the wedges constantly take up the play which exists between the box and the pedestals, but due to the floating plate, any sticking of the box is avoided, and experience has shown that the box can thus freely move up and down without any play in the pedestals. Elimination of this play is absolutely necessary in an engine of this power to avoid harmful box pound which is experienced on the majority of single expansion 2 cylinder locomotives of the ordinary type as soon as full boiler pressure is used."

". . . the only solution which could overcome the box pound consisted in limiting the lost motion to a minimum. This solution was found in the use of the Franklin Compensators and Snubbers, which thus constitute one of the greatest improvements made during the last few years in the design of locomotives."



Latest 4-8-4 French locomotive (Tractive Effort 65,400 lb) equipped with Compensator and Snubbers.

The French National Railroads made some initial applications of the Compensator and Snubber before the war. As a result of their experience with this device, it was applied to all of the 1340 French 2-8-2 locomotives built here after the war. That M. Chapelon has found them essential for his new locomotive indicates the importance that this prominent designer places on the elimination of pound – and the effectiveness of the Compensator and Snubber in accomplishing this. Many maintenance dollars can be saved by applying the Compensator and Snubber to your locomotives, whether equipped with surface bearings or roller bearings.

FRANKLIN RAILWAY SUPPLY COMPANY

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

formerly associate editor of Esquire magazine, covering foreign and domestic travel and directing the magazine's Readers' Travel Service.

OBITUARY

John L. Weeks, district freight agent of the Illinois Central, with headquarters at Louisville, Ky., died recently.

George A. Daley, general western agent of the Rutland, with headquarters at Chicago, died in that city on May 8.

Ralph Waldo Morrison, president of the Texas Mexican, at San Antonio, Tex., whose death was reported in *Railway Age* of April 24, was born on September 7, 1880, at West Plains, Howell County, Mo. He began his railroad career with the Kansas City, Fort Scott & Memphis (now St. Louis-San Francisco) and subsequently served with the Terminal Association of St.

Ralph Waldo Morrison

Louis. Mr. Morrison, who was president of the T. M. for some 10 years, was also a utilities executive, hotel operator and rancher. During World War I he organized the Central Power & Light Co., which extended from Iowa to Texas, and in 1933 he was a delegate to the London Economic Conference. Mr. Morrison was a leading organizer and the first president of the South Texas Chamber of Commerce.

George E. Lyman, assistant to director—purchases and stores of the Illinois Central, at Chicago, whose death was reported in the *Railway Age* of May 8, was born on November 21, 1880, at Bolivar, Mo. Mr. Lyman graduated from Missouri University's Rola School of Mines with a degree in mining engineering in 1902, and in that same year he began his railroad career in the maintenance of way department of the St. Louis-San Francisco. In 1906 he was appointed assistant engineer of the Madison Coal Corporation (subsidiary of the I. C.), and advanced through various positions to that of vice-president in 1931. Mr. Lyman was appointed assistant to vice-president—purchases and stores of the I. C. in 1941, and was at the same time elected president of the Madison Coal Corporation. His railroad title was changed in February of this year to assistant to director-purchases and stores.

Elmer Knutson, manager of agricultural relations of the Association of American Railroads, died on May 14 at his home in St. Cloud, Minn., after an illness of several months. Born in Skien, Norway, in 1879, Mr. Knutson was educated at the School of Agriculture of the University of Minnesota, the St. Cloud and the Moorhead State Teachers Colleges. Before joining the staff of the American Railway Association (now the A.A.R.) in 1922, as special agriculture representative, Mr. Knutson taught at the Fargo and St. Cloud high schools and the University of Minnesota; was secretary-manager of the Minnesota Agriculture Cooperative Society; served as field secretary and organizer of the Minnesota Highway Improvement Association, and acted as special representative of the Northwestern Lumbermen's Association, including two years of foreign service in Mexico and the West Indies.

Crosby Jordan Beakes, retired general counsel of the New York Central at New York, died on May 15 at White Plains, N. Y. Mr. Beakes was born at Glenwood, N. J., on December 13, 1875, and was graduated from Hamilton

Crosby Jordan Beakes

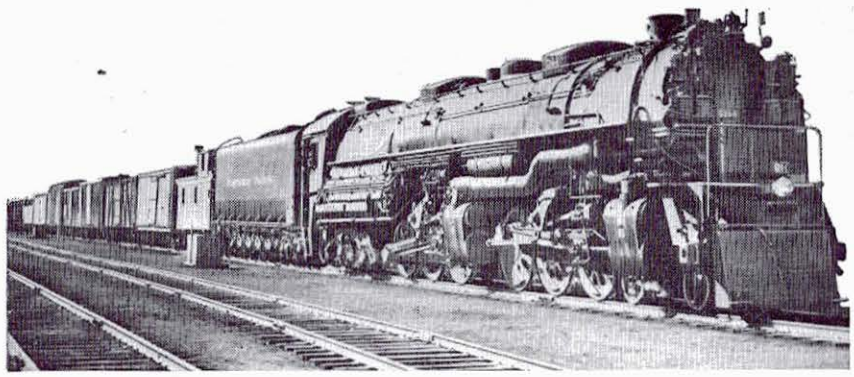
College in 1897 and from New York Law School in 1899. In 1905 he became a member of the law department of the New York Central and occupied successive positions of increasing responsibility until his appointment in 1933 as general counsel, from which position he retired at the end of 1946.

H. D. Barber (left), vice-president—operations of the Erie, was welcomed by William E. Corrigan, American Locomotive Company vice-president, when he visited Alco's Schenectady plant to accept delivery of a four-unit 6,000-hp. Diesel-electrict locomotive

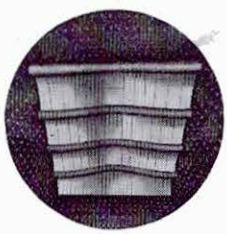
Today's tremendous traffic movements demand that motive power be kept at the peak of efficiency.

A "First" in securing such efficiency is the maintenance of a 100% brick arch in the locomotive firebox to insure maximum steam production from every ton of fuel consumed. To further promote efficient performance there is a Security Sectional Arch designed specifically for each type of coal-burning steam locomotive.

A *FIRST* FOR EFFICIENT PERFORMANCE



HARBISON-WALKER REFRACTORIES CO.
Refractories Specialists



AMERICAN ARCH CO. INC.
60 East 42nd Street, New York 17, N. Y.
Locomotive Combustion Specialists

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1948.

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income 1948	Net railway operating income 1947
Akron, Canton & Youngstown	March	171	509,715	50	525,941	71,582	51,808	24,863	139,534	311,325	59.2	214,616	81,407	109.211	98,305
	3 mos.	171	1,461,998	143	1,516,612	200,238	139,827	73,065	423,622	906,882	59.8	609,730	235,920	302,887	239,630
Atchison, Topeka & Santa Fe System	March	13,081	33,613,247	4,171,666	41,494,002	6,563,528	7,534,663	968,694	15,087,883	31,800,818	76.6	9,693,184	5,361,207	4,808,766	3,513,508
	3 mos.	13,081	94,283,183	12,065,210	116,974,720	17,034,856	21,227,791	2,807,517	43,938,558	89,977,869	76.9	26,996,851	15,317,880	12,589,466	11,564,477
Atlantic & St. Andrews Bay	March	82	184,633	1,028	193,958	23,693	6,206	5,899	48,921	96,711	49.9	97,247	35,099	30,904	35,038
	3 mos.	82	536,837	3,044	560,862	61,164	40,552	18,140	147,776	300,989	53.7	259,873	101,702	107,748	86,138
Atlanta & West Point	March	93	308,860	52,658	409,358	35,151	53,938	14,710	188,297	314,035	76.7	95,323	47,360	23,484	—22,781
	3 mos.	93	848,042	168,311	1,156,913	96,718	160 345	42,086	565,993	932,471	80.6	224,442	114,015	48,849	—35,712
Western of Alabama	March	133	293,871	51,867	381,952	38,420	53,689	14,782	161,876	288,598	75.6	93,354	50,878	34,688	21,477
	3 mos.	133	829,900	169,558	1,110,213	105,284	173,130	41,707	465,173	845,574	76.2	264,639	145,290	114,546	53,590
Atlantic Coast Line	March	5,572	10,306,090	2,333,683	13,646,843	2,102,197	1,973,683	294,055	5,244,912	10,160,823	74.5	3,486,020	1,700,000	1,460,036	809,773
	3 mos.	5,572	28,702,586	6,589,976	38,339,664	5,990,549	5,361,964	911,168	15,356,434	29,247,216	76.3	9,092,448	3,900,000	4,122,145	2,726,332
Charleston & Western Carolina	March	343	414,027	2,485	427,480	82,883	77,836	14,905	166,955	352,430	82.4	75,050	30,000	35,853	66,817
	3 mos.	343	1,196,401	11,766	1,244,120	233,454	225,050	42,643	511,259	1,040,934	83.7	203,186	90,000	87,908	165,610
Baltimore & Ohio	March	6,192	27,003,000	1,796,967	30,660,868	3,348,377	6,860,835	710,337	13,918,300	26,183,199	85.4	4,477,669	2,022,435	2,273,591	2,835,428
	3 mos.	6,192	80,595,593	5,493,434	91,304,643	9,451 445	19,655,964	1,948,160	42,060,894	77,095,826	84.4	14,208,817	6,522,019	7,343,087	7,556,333
Staten Island Rapid Transit	March	29	193,546	114,659	325,422	50,420	45,043	1,513	167,002	304,923	93.7	20,499	43,259	—44,148	—36,774
	3 mos.	29	531,567	329,976	906,862	162,951	131,925	4,736	502,473	895,040	98.7	11,822	127,666	—183,612	—143,121
Bangor & Aroostook	March	602	1,981,346	42,559	2,066,537	240,222	239,261	8,137	537,207	1,070,830	51.8	995,707	466,786	475,805	422,051
	3 mos.	602	4,908,072	131,640	5,152,775	716,653	664,040	22,924	1,430,138	2,962,657	57.5	2,190,118	986,686	1,118,248	809.100
Bessemer & Lake Erie	March	214	1,098,538	1,212	1,115,504	150,374	481,385	18,834	401,241	1,120,464	100.4	—4,960	135,086	168,962	292,353
	3 mos.	214	3,120,294	3,818	3,169,162	400,175	1,425,126	54,887	1,157,259	3,241,142	102.3	—71,980	476,401	535,525	747,781
Boston & Maine	March	1,757	6,585,412	1,142,831	8,525,048	1,207,793	1,279,972	92,982	3,485,624	6,403,524	75.1	2,121,524	639,104	972,953	628.396
	3 mos.	1,757	17,912,250	3,753,338	23,720,805	4,560,065	3,803,430	297,644	10,518,645	20,118,823	84.8	3,601,982	1,793,607	311,909	1,320,839
Burlington-Rock Island	March	228	245,256	54,278	317,422	53,818	35,274	4,870	123,161	237,397	74.8	80,025	12,494	24,324	—1,445
	3 mos.	228	710,715	145,041	904,039	149,554	98,313	14,107	407,335	728,210	80.6	175,829	35,245	16,648	16,348
Cambria & Indiana	March	35	82,822	.....	82,860	11,469	106,017	756	19,364	145,341	175,4	—62,481	38,629	8,304	53,515
	3 mos.	35	335,874	.....	335,998	35,795	309,223	2,390	64,398	437,053	130.1	—101,055	170,316	88,714	145,199
Canadian Pacific Lines in Maine	March	234	695,179	26,643	743,159	76,924	82,315	7,013	280,843	458,994	61.8	284,165	30,504	168,524	118,243
	3 mos.	234	1,869,412	102,164	2,040,578	217,856	244,525	18,424	790,337	1,308,168	64.1	732,410	86,173	367,527	311,669
Canadian Pacific Lines in Vermont	March	90	179,439	14,759	210,661	42,682	35,962	5,157	166,487	257,009	122.0	—46,348	17,870	—113,125	—115,493
	3 mos.	90	476,734	48,313	583,672	135,904	107,845	12,774	505,372	781,857	134,0	—198,185	55,928	—399,018	—338,696
Central of Georgia	March	1,815	2,798,520	261,887	3,346,838	488,475	500,345	101,409	1,505,819	2,770,141	82.8	576,697	265,203	270,930	139,831
	3 mos.	1,815	7,623,805	777,062	9,254,965	1,401,912	1,459,328	304,640	4,428,161	8,092,956	87.4	1,162,009	783,323	280,849	—184,095
Central of New Jersey	March	418	2,994,378	511,221	3,799,405	447,937	573,728	55,844	1,868,179	3,138,783	82.6	660,622	437,514	—111,220	—237,880
	3 mos.	418	7,804,795	1,567,976	10,136,941	1,442,091	1,792,298	163,004	5,592,737	9,566,683	94.4	570,258	1,320,611	—1,815,173	—1,344,681
Central of Pennsylvania	March	213	1,768,010	18,462	1,835,907	124,803	367,511	24,124	557,383	1,118,191	60.9	717,716	83,121	892,023	689,652
	3 mos.	213	4,688,516	59,932	4,858,428	396,140	981,165	66,915	1,694,818	3,264,138	67.2	1,594,290	236,047	2,128,903	1,812,831
Central Vermont	March	422	777,000	56,000	893,000	140,914	147,230	12,965	397,088	737,041	82.5	155,959	56,689	52,181	17,300
	3 mos.	422	2,087,000	183,000	2,429,000	386,585	431,775	38,469	1,125,802	2,096,124	86.3	332,876	166,080	10,327	41,950
Chesapeake & Ohio	March	5,076	21,509,243	788,126	23,343,384	3,600,615	5,136,370	844,690	9,215,965	20,131,211	86.2	3,212,173	2,226,622	1,514,085	4,912,430
	3 mos.	5,071	70,439,885	2,425,378	75,872,718	11,681,472	15,681,545	2,366,829	29,996,716	63,376,270	83.5	12,496,448	8,146,582	6,439,184	12,943,720
Chicago & Eastern Illinois	March	909	2,174,796	291,082	2,745,212	353,805	507,497	94,252	1,167,094	2,258,516	82.3	486,696	204,700	131,680	89,958
	3 mos.	909	6,226,453	899,435	7,893,076	949,411	1,467,030	271,800	3,497,158	6,598,382	83.6	1,294,694	594,000	400,931	132,537
Chicago & Illinois Midland	March	131	505,226	973	519,472	87,728	134,014	23,159	178,478	461,872	88.9	57,600	28,877	15,480	140,053
	3 mos.	131	1,918,008	2,680	1,971,021	265,405	396,784	77,869	567,098	1,413,328	71.7	557,693	253,986	317,529	385,402
Chicago & North Western	March	8,058	11,450,613	1,758,835	14,988,437	2,372,722	3,090,799	304,165	7,292,351	13,829,030	92.3	1,159,407	1,163,182	—362,751	844,102
	3 mos.	8,058	32,190,842	5,331,560	42,738,767	6,833,563	9,340.311	911,623	21,315,113	40,711,327	95.3	2,027,440	3,439,344	—2,359,592	175,855
Chicago, Burlington & Quincy	March	8,867	15,959,930	1,410,738	19,183,740	2,414,432	2,889,385	380,626	6,884,470	13,225,888	68.9	5,957,852	2,886,428	2,693,190	3,637,300
	3 mos.	8,867	46,804,012	4,390,753	56,570,273	6,890,419	8,364,264	1,177,133	20,868,139	39,336,597	69.5	17,233,676	8,347,686	7,541,422	9,869,351
Chicago Great Western	March	1,500	2,676,598	62,200	2,948,172	283,825	356,018	91,977	1,284,572	2,118,179	71.8	829,993	325,070	296,993	323,557
	3 mos.	1,500	7,410,224	169,577	8,275,126	805,026	1,044,599	278,479	3,810,393	6,201,100	74.9	2,074,026	819,636	691,923	640,578
Chicago, Indianapolis & Louisville	March	541	1,392,782	86,597	1,594,174	226,017	225,451	78,975	604,413	1,225,768	76.9	368,406	88,694	172,636	22,334
	3 mos.	541	3,922,582	246,856	4,458,262	621,705	600,832	215,719	1,793,055	3,488,454	78.2	969,808	258,868	405,048	—158,462
Chicago, Milwaukee, St. Paul & Pacific	March	10,671	17,507,654	1,555,833	20,966,564	2,573,689	3,771,445	412,806	9,585,280	17,246,746	82.3	3,719,818	1,611,000	1,191,381	2,278,852
	3 mos.	10,671	48,847,643	4,518,020	59,037,128	7,613,113	10,634,109	1,158,574	28,474,566	50,644,729	85.8	8,392,399	4,655,000	920,987	4,885,192
Chicago, Rock Island & Pacific	March	7,650	12,727,950	1,776,538	15,731,648	1,716,029	2,609,343	439,003	6,486,458	11,947,697	76.0	3,783,951	1,686,990	1,396,063	2,046,291
	3 mos.	7,650	35,996,529	5,263,552	44,915,053	4,834,487	7,597,711	1,314,847	19,428,281	35,320,381	78.6	9,594,672	4,372,952	3,121,401	5,188,379
Chicago, St. Paul, Minn. & Omaha	March	1,617	2,286,221	183,226	2,709,287	391,547	452,264	55,375	1,368,758	2,390,458	88.2	318,829	213,950	—39,149	219,330
	3 mos.	1,617	6,612,360	573,228	7,886,507	1,116,249	1,303,105	165,819	4,213,992	7,145,636	90.6	740,871	627,774	—382,368	176,493
Clinchfield Railroad	March	317	1,669,390	4,723	1,684,699	164,716	243,812	33,275	468,217	940,690	55.8	744,009	163,959	665,119	716,668
	3 mos.	317	4,945,500	16,008	4,995,071	448,278	828,684	96,549	1,569,647	3,033,612	60.7	1,961,459	493,358	1,688,179	2,078,711
Colorado & Southern	March	745	994,121	67,555	1,160,057	110,022	191,626	23,105	473,822	851,338	73.4	308,719	158,768	103,295	67,219
	3 mos.	745	2,829,380	274,598	3,397,528	357,017	601,355	68,380	1,452,714	2,626,664	77.3	770,864	423,099	229,862	173,564
Ft. Worth & Denver City	March	902	819,992	123,174	1,042,968	162,707	207,296	39,939	438,257	919,659	88.2	123,309	51,146	45,172	91,420
	3 mos.	902	2,596,674	429,144	3,321,545	490,554	550,744	113,031	1,325,912	2,694,460	81.1	627,085	253,572	270,684	307,813

Table continued on next left-hand page

Up-to-date

CONTROL of Steam Locomotives

AIR is used as a dependable control for stopping trains.

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An application would be convincing.

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INCORPORATED
60 East 42nd Street, New York 17, N. Y.
122 S. Michigan Avenue, Chicago 3, Ill.

A-1911

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1948

Name of road		Av. mileage operated during period	Operating revenues			Operating expenses					Operating ratio	Net from railway operation	Railway tax-accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equipment	Traffic	Transportation	Total				1948	1947
Colorado & Wyoming	March	41	135,180	.....	227,079	8,954	26,481	646	88,321	130,812	57.6	96,267	38,115	58,351	30,049
	3 mos.	41	418,256	.....	678,036	27,744	69,519	1,494	255,278	377,282	55.6	300,754	141,143	159,042	88,732
Columbus & Greenville	March	168	168,876	694	180,599	30,274	26,357	4,979	47,824	126,537	70.1	54,062	31,469	26,771	—83,705
	3 mos.	168	440,646	2,886	478,140	91,839	73,809	14,150	135,731	364,050	76.1	114,090	71,251	56,865	—71,058
Delaware & Hudson	March	794	4,802,136	149,366	5,091,883	528,070	1,139,675	66,272	2,014,889	3,917,461	76.9	1,174,422	600,513	573,917	817,611
	3 mos.	794	13,436,393	481,567	14,282,576	1,511,747	3,182,906	193,891	5,921,824	11,316,384	79.2	2,966,192	1,629,712	1,432,708	1,505,215
Delaware, Lackawanna & Western	March	973	6,286,106	852,308	7,787,117	794,112	1,277,081	140,571	3,703,469	6,163,944	79.2	1,623,173	803,335	658,288	830,217
	3 mos.	973	17,619,734	2,652,194	21,966,436	2,453,885	3,553,756	423,091	10,800,061	17,941,668	81.7	4,024,768	2,148,256	1,606,875	1,725,562
Denver & Rio Grande Western	March	2,443	4,501,533	211,716	4,939,011	596,701	849,548	130,722	2,047,539	3,880,195	78.6	1,058,816	440,219	705,181	729,153
	3 mos.	2,443	14,011,422	658,508	15,312,214	1,542,997	2,370,917	407,334	5,939,736	10,985,590	71.7	4,326,624	1,684,691	2,835,836	1,716,382
Detroit & Mackinac	March	230	161,478	429	175,399	32,500	20,348	1,039	39,410	102,609	58.5	72,790	27,876	44,294	29,024
	3 mos.	230	464,859	2,458	502,191	97,500	56,696	3,417	104,607	284,902	56.7	217,289	86,611	130,175	97,230
Detroit & Toledo Shore Line	March	50	630,147	.....	632,805	46,856	40,168	12,066	209,806	318,950	50.4	313,855	87,810	93,412	141,696
	3 mos.	50	1,884,401	.....	1,891,187	121,431	120,078	35,575	571,655	879,588	46.5	1,011,599	289,660	323,098	359,576
Detroit, Toledo & Ironton	March	464	1,347,934	767	1,402,023	121,912	315,540	21,911	346,030	842,376	60.1	559,647	213,723	295,276	332,975
	3 mos.	464	3,995,945	2,149	4,163,642	378,177	800,860	63,536	1,041,281	2,387,576	57.3	1,776,066	685,617	965,331	967,185
Duluth, Missabe & Iron Range	March	569	318,234	1,783	359,773	494,270	505,769	6,733	428,102	1,493,897	415.2	—1,134,124	99,153	—1,262,960	—1,004,083
	3 mos.	569	665,060	6,304	778,332	1,359,348	1,345,629	20,219	1,225,214	4,129,230	530.5	—3,350,898	268,098	—3,677,529	—2,934,858
Duluth, Winnipeg & Pacific	March	175	472,000	1,200	477,900	66,408	51,588	3,421	172,237	299,200	62.6	178,700	37,322	78,798	40,843
	3 mos.	175	1,284,000	4,000	1,304,400	167,509	148,408	10,217	519,201	862,757	66.1	441,643	114,611	145,830	62,628
Elgin, Joliet & Eastern	March	391	3,025,716	10	3,664,598	233,470	491,280	23,562	1,496,439	2,342,272	63.9	1,322,326	555,069	506,313	598,126
	3 mos.	391	9,018,842	10	10,788,198	595,737	1,492,051	85,044	4,565,432	7,028,829	65.2	3,759,369	1,509,267	1,353,007	1,394,128
Erie Railroad	March	2,229	13,444,921	615,311	15,011,393	1,312,965	2,456,914	305,007	6,238,014	10,934,223	72.8	4,077,170	1,813,025	1,762,888	1,061,840
	3 mos.	2,229	38,049,526	1,898,691	42,332,538	3,957,182	7,064,610	854,923	18,596,274	32,318,481	76.3	10,014,057	4,638,647	4,011,538	2,532,298
Florida East Coast	March	575	2,170,182	885,735	3,367,269	383,386	445,731	68,830	1,287,112	2,392,648	71.1	974,621	296,907	567,896	444,703
	3 mos.	575	5,757,256	2,795,267	9,441,767	1,055,918	1,270,058	201,139	3,563,973	6,726,104	71.2	2,715,663	806,924	1,529,560	1,480,175
Georgia Railroad	March	326	660,494	23,454	733,428	76,279	95,213	28,828	341,954	570,374	77.8	163,054	47,056	139,179	58,740
	3 mos.	326	1,836,814	92,277	2,068,932	246,747	311,932	84,696	1,038,036	1,765,531	85.3	303,401	139,433	222,883	59,931
Georgia & Florida	March	408	216,912	2,178	224,781	58,244	33,358	11,879	100,227	211,902	94.3	12,879	17,334	—18,704	—24,517
	3 mos.	408	634,887	5,901	658,113	165,880	95,275	35,847	284,921	606,886	92.2	51,227	50,832	—40,557	—31,696
Grand Trunk Western	March	972	3,705,000	165,000	4,147,000	590,449	764,323	55,454	1,926,335	3,485,929	84.1	661,071	276,892	234,418	575,271
	3 mos.	972	10,573,000	513,000	11,853,000	1,739,630	2,234,294	165,101	5,745,826	10,336,611	87.2	1,516,389	818,211	198,163	936,774
Canadian Natl. Lines in New Eng.	March	172	208,000	6,500	230,000	59,935	44,014	2,665	144,339	261,927	113.9	—31,927	25,372	—91,682	—74,526
	3 mos.	172	547,000	19,800	612,000	179,854	104,978	8,124	415,801	741,988	121.2	—129,986	76,116	—316,853	—206,911
Great Northern	March	8,333	12,886,264	1,051,171	15,099,426	2,627,078	2,917,038	301,024	6,645,279	13,108,525	86.8	1,990,901	1,483,538	214,954	150,933
	3 mos.	8,333	36,982,031	2,827,411	43,034,497	7,453,951	8,301,451	925,081	18,796,657	37,314,701	86.7	5,719,796	4,466,628	400,867	756,704
Green Bay & Western	March	224	318,341	46	324,335	53,563	33,149	17,283	90,654	209,283	64.5	115,052	48,046	49,221	53,619
	3 mos.	224	900,057	80	916,780	150,475	96,901	54,115	272,938	618,467	67.5	298,312	151,048	101,797	95,675
Gulf, Mobile & Ohio	March	2,906	5,593,097	522,092	6,537,605	1,154,216	1,155,250	252,664	2,132,424	5,035,513	77.0	1,502,092	644,153	559,036	544,013
	3 mos.	2,906	16,384,621	1,495,813	19,179,859	3,321,051	3,325,927	692,336	6,466,546	14,826,302	77.3	4,353,557	1,822,242	1,565,007	1,408,749
Illinois Central	March	6,581	17,413,449	2,043,582	21,638,702	3,460,062	4,051,436	399,696	8,030,652	16,894,634	78.1	4,744,068	2,510,377	1,859,382	2,983,307
	3 mos.	6,581	51,820,649	5,949,038	64,200,869	9,720,227	11,786,817	1,193,033	24,898,922	50,408,401	78.5	13,792,468	7,413,250	5,447,763	6,889,472
Illionis Terminal	March	474	856,826	125,414	1,070,076	133,860	133,083	28,059	393,866	726,437	67.9	343,639	155,277	166,603	156,431
	3 mos.	474	2,450,973	349,429	3,091,877	405,614	402,113	85,703	1,193,442	2,194,670	71.0	897,207	407,491	409,170	405,937
Kansas City Southern	March	890	2,980,477	94,239	3,302,525	260,547	372,987	82,668	970,064	1,811,202	54.8	1,491,323	573,000	793,965	619,755
	3 mos.	890	8,727,954	266,812	9,704,031	772,345	1,115,805	244,538	2,919,629	5,402,360	55.7	4,301,671	1,643,000	2,234,213	1,652,991
Kansas, Oklahoma & Gulf	March	328	467,132	937	472,100	63,742	39,168	16,093	135,243	271,932	57.6	200,168	84,028	67,239	124,535
	3 mos.	328	1,373,346	2,868	1,390,307	169,708	107,134	49,702	388,567	767,155	55.2	623,152	255,485	237,025	322,780
Lake Superior & Ishpeming	March	156	58,415	73	66,950	37,304	58,636	1,626	42,323	149,559	223.4	—82,609	25,854	—100,950	—79,241
	3 mos.	156	159,223	227	175,096	96,039	163,798	4,513	118,356	412,560	235.6	—237,464	76,192	—290,840	—229,178
Lehigh & Hudson River	March	96	321,404	.....	321,934	43,305	32,625	8,233	114,829	207,968	64.6	113,966	43,137	40,430	39,654
	3 mos.	96	871,879	.....	873,982	113,417	117,121	24,631	350,409	632,511	72.4	241,471	92,883	62,177	108,858
Lehigh & New England	March	193	676,280	.....	683,705	83,055	94,378	11,525	251,243	472,105	69.1	211,600	100,647	113,943	132,907
	3 mos.	193	1,858,578	.....	1,880,788	247,912	287,643	33,684	717,063	1,378,817	73.3	501,971	255,636	271,417	233,386
Lehigh Valley	March	1,252	6,233,440	315,164	6,891,927	848,788	1,068,935	135,458	3,225,614	5,526,695	80.2	1,365,232	504,932	596,221	499,481
	3 mos.	1,252	17,295,625	1,047,638	19,404,203	2,613,188	3,186,891	410,276	9,661,177	16,649,450	85.8	2,754,753	1,323,173	771,895	1,623,892
Louisiana & Arkansas	March	756	1,472,803	59,620	1,594,445	169,089	137,057	44,293	542,503	937,279	58.8	657,166	278,786	248,932	235,476
	3 mos.	756	4,209,828	175,006	4,569,290	473,147	392,477	130,463	1,541,595	2,672,676	58.5	1,896,614	811,805	724,889	643,551
Louisville & Nashville	March	4,759	15,374,554	1,096,701	17,520,832	2,480,292	3,770,328	294,633	7,173,228	14,342,224	81.9	3,178,608	2,069,342	1,485,499	2,001,242
	3 mos.	4,759	44,427,354	3,777,137	51,386,573	7,341,629	10,673,709	897,768	22,145,898	42,899,044	83.5	8,487,529	6,158,765	4,119,845	4,938,380

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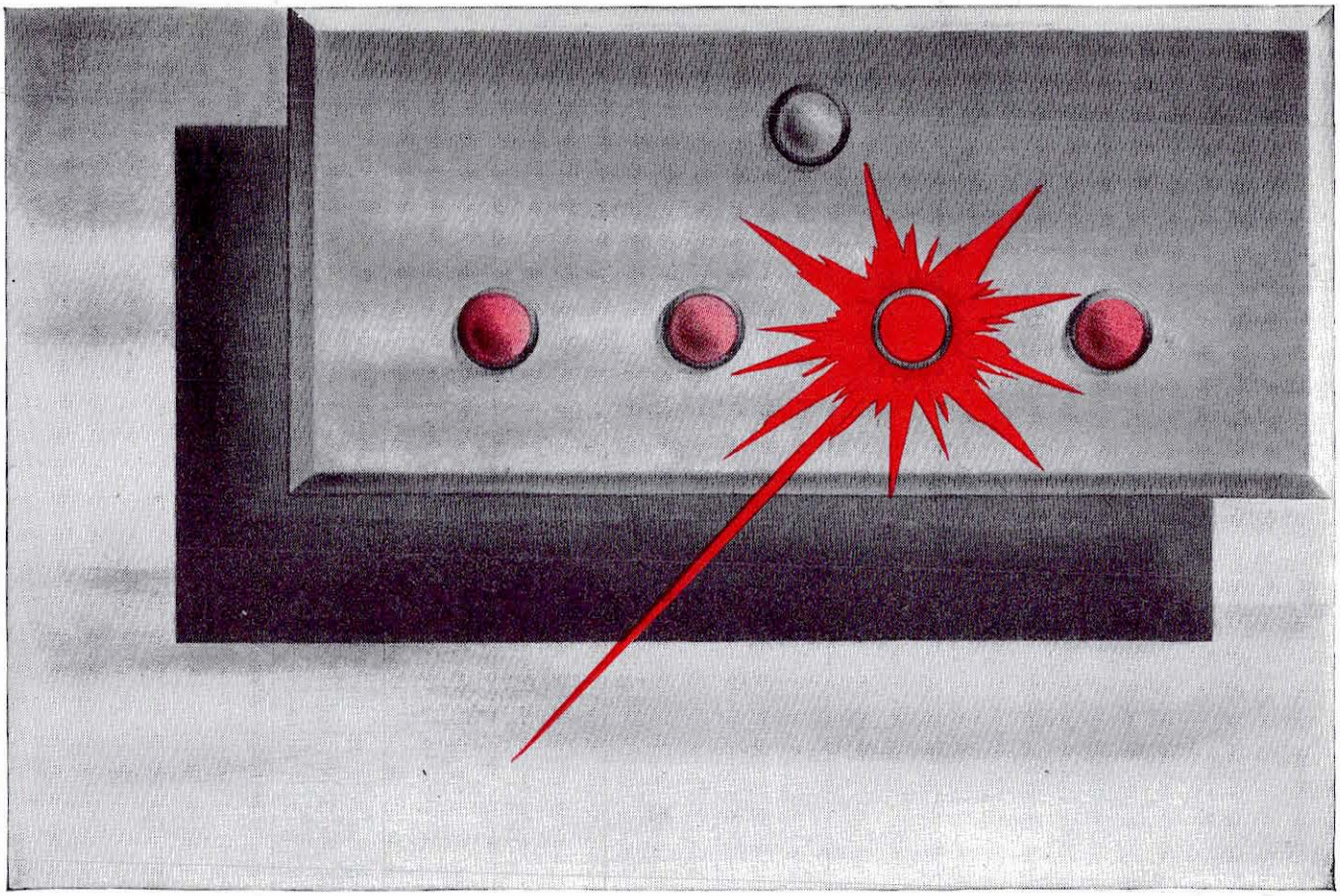

this new device keeps an *Electric Eye* on the bearings

The Westinghouse-Union Hot Bearing Detector brings an important new safeguard to passenger equipment. It solves the problem of hot bearing detection.

Any undue rise in the temperature of an individual bearing is immediately detected and reported—by red light to the train crew, by signal whistle to the engineer—BEFORE any damage results.

The device disregards temperature fluctuations due to weather and operating conditions; only the abnormal, threatening rise causes it to react.

Leaflet No. 2464 gives the complete story of principle and operation. We will be glad to send you a copy.

Westinghouse Air Brake Co.

WILMERDING, PA.

Brakes are Basic to Railroad Progress

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1948

Name of road		Av. mileage operated during period	Operating revenues			Operating Expenses					Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equipment	Traffic	Transportation	Total				1948	1947
Maine Central	March	988	2,299,575	134,820	2,597,483	453,658	434,208	17,203	977,203	1,950,849	75.1	646,634	257,164	260,204	193,698
	3 mos.	988	6,191,754	461,332	7,053,698	1,174,538	1,269,081	50,466	2,882,333	5,573,189	79.0	1,480,509	600,353	570,139	530,317
Midland Valley	March	334	162,216	14	165,976	36,684	28,271	3,172	54,625	129,962	78.3	36,014	20,055	9,343	36,436
	3 mos.	334	503,488	29	514,731	95,810	55,993	8,021	162,736	344,371	66.9	170,360	82,053	62,871	93,628
Minneapolis & St. Louis	March	1,408	1,521,259	9,150	1,585,972	245,238	300,396	97,445	577,126	1,310,066	82.6	275,906	154,639	90,097	202,436
	3 mos.	1,408	4,398,139	22,285	4,578,021	716,674	775,986	294,794	1,724,973	3,772,345	82.4	805,676	494,807	291,235	448,615
Minneapolis, St. Paul & S. S. Marie	March	3,225	2,111,508	82,999	2,349,502	532,420	533,477	58,551	1,229,813	2,455,810	104.5	—106,308	218,457	—338,052	318,596
	3 mos.	3,225	6,054,926	267,413	6,788,542	1,494,494	1,656,410	182,792	3,770,731	7,419,184	109.3	—630,642	642,321	—1,289,597	10,263
Duluth, South Shore & Atlantic	March	530	511,811	9,542	544,789	99,031	82,567	15,946	224,451	432,474	79.4	112,315	29,312	62,733	24,027
	3 mos.	530	1,389,916	30,705	1,486,097	249,396	262,464	48,721	657,686	1,248,069	84.0	238,028	85,952	91,369	19,569
Spokane International	March	152	184,611	2,202	198,609	42,058	22,190	3,726	64,259	142,530	71.8	56,079	15,747	33,126	15,551
	3 mos.	152	439,968	4,858	479,295	97,548	60,255	11,241	175,263	371,861	77.6	107,434	38,618	37,177	37,290
Mississippi Central	March	148	175,106	305	179,164	46,122	18,823	11,930	47,758	132,614	74.0	46,550	15,954	13,664	20,809
	3 mos.	148	500,501	—661	509,954	116,913	50,024	35,384	136,862	363,456	71.3	146,498	49,273	49,454	46,508
Missouri & Arkansas	March	....	—1,659	235	—1,780	9,463	5,159	40	3,253	28,390	100.0	—30,170	2,767	—32,960	—26,417
	3 mos.	....	—11,026	—223	—5,151	22,929	10,549	40	4,199	58,933	100.0	—64,084	6,976	—73,069	—57,738
Missouri-Illinois	March	172	361,294	355	365,575	80,634	36,885	6,136	95,571	225,825	61.7	139,750	61,845	68,924	77,756
	3 mos.	172	1,053,910	856	1,063,075	169,349	116,698	18,839	282,732	610,597	57.4	452,478	198,535	224,678	199,571
Missouri-Kansas-Texas Lines	March	3,253	5,322,265	302,061	6,193,609	887,963	895,027	219,149	2,629,970	4,891,449	79.0	1,302,160	543,607	477,552	442,369
	3 mos.	3,253	14,974,061	1,039,710	17,664,319	2,490,390	2,586,578	656,187	7,717,472	14,266,112	80.8	3,398,207	1,432,041	1,118,093	1,108,974
Missouri Pacific	March	7,012	14,813,563	1,075,565	17,391,706	2,761,519	2,982,392	387,349	7,216,177	13,972,853	80.3	3,418,853	1,117,897	1,577,160	1,890,753
	3 mos.	7,012	42,660,096	3,250,017	50,481,872	7,331,524	8,675,889	1,154,169	21,989,076	41,022,414	81.2	9,459,458	3,314,946	3,913,344	6,192,614
Gulf Coast Lines	March	1,727	3,275,655	92,982	4,538,876	770,041	445,799	75,135	1,411,417	2,824,443	62.2	1,714,433	453,956	907,700	847,910
	3 mos.	1,733	12,180,486	277,167	12,962,150	2,224,180	1,273,279	229,915	4,051,952	8,128,998	62.7	4,833,152	1,309,257	2,429,981	1,967,604
International-Great Northern	March	1,110	2,264,306	171,909	2,712,555	492,908	422,551	50,419	1,323,178	2,415,346	89.0	297,209	148,680	—31,409	103,699
	3 mos.	1,110	6,706,656	564,706	8,069,937	1,346,113	1,248,195	150,769	3,872,684	6,984,885	86.6	1,085,052	434,033	170,674	93,527
Monongahela	March	170	496,753	1,135	501,591	74,067	57,692	5,965	179,991	323,411	64.5	178,180	99,248	—21,507	205,233
	3 mos.	170	1,933,375	3,441	1,949,357	219,017	188,402	7,700	658,425	1,088,897	55.9	860,460	303,151	209,633	437,332
Montour	March	51	145,918	.....	147,137	19,722	59,044	784	55,451	144,802	98.4	2,335	36,017	37,167	60,973
	3 mos.	51	643,904	.....	647,986	55,898	183,270	2,215	241,188	512,357	79.1	135,629	154,704	174,472	191,746
Nashville, Chatt. & St. Louis	March	1,051	2,649,725	193,669	3,116,647	516,641	578,125	105,137	1,228,664	2,560,748	82.2	555,899	348,369	197,456	165,998
	3 mos.	1,051	7,414,694	617,678	8,889,228	1,368,615	1,642,753	306,235	3,687,753	7,368,073	82.9	1,521,155	898,694	542,667	452,513
New York Central	March	10,745	48,691,022	9,805,343	65,236,859	7,589,711	13,844,195	982,405	30,861,821	56,170,547	86.1	9,066,312	4,893,382	2,253,026	1,084,369
	3 mos.	10,745	130,922,971	30,453,293	179,836,953	22,655,075	39,779,225	2,962,556	87,065,425	161,402,624	89.7	18,434,329	14,294,687	—2,729,709	2,464,349
Pittsburgh & Lake Erie	March	223	3,296,284	94,918	3,546,346	415,590	951,053	60,242	1,331,917	2,917,148	82.3	629,198	624,663	761,871	437,883
	3 mos.	223	9,315,704	294,250	10,030,640	1,233,629	2,784,047	181,813	3,921,800	8,585,980	85.6	1,444,660	1,715,160	1,910,136	1,288,133
New York, Chicago & St. Louis	March	1,687	9,511,903	113,951	9,839,554	1,209,698	1,352,404	200,245	3,315,473	6,401,398	65.1	3,438,156	1,315,753	1,600,354	1,069,781
	3 mos.	1,687	2,958,394	368,727	26,922,107	3,310,132	3,988,597	619,257	9,852,586	18,671,832	69.4	8,250,275	3,202,816	3,597,293	2,797,530
New York, New Haven & Hartford	March	1,838	8,908,164	4,386,664	14,910,761	1,784,861	1,959,579	246,823	6,564,527	11,526,010	77.3	3,384,751	1,070,000	1,086,151	437,800
	3 mos.	1,838	23,468,780	14,011,578	41,628,627	6,965,297	5,869,030	727,887	19,543,973	35,966,178	86.4	5,662,449	3,210,000	—1,100,949	—44,491
New York Connecting	March	21	233,907	.....	269,577	59,541	29,720	.....	113,154	205,185	76.1	64,392	60,968	26,131	50,834
	3 mos.	21	610,391	.....	677,218	176,982	71,760	.....	251,756	508,000	75.0	169,218	196,071	29,153	75,354
New York, Ontario & Western	March	544	681,896	3,157	730,720	102,457	122,167	28,989	400,970	686,019	93.9	44,701	55,298	—113,539	—103,312
	3 mos.	544	1,768,582	10,278	1,922,102	313,859	348,743	84,504	1,164,599	2,005,745	104.4	—83,643	160,686	—513,005	—257,232
New York, Susquehanna & Western	March	120	427,706	47,145	490,606	42,943	42,853	5,215	196,648	314,981	64.2	175,625	40,755	75,197	67,747
	3 mos.	120	1,116,380	140,603	1,303,146	150,745	129,308	16,495	586,282	972,189	74.6	330,957	120,573	—11,934	79,159
Norfolk & Western	March	2,129	11,015,095	438,634	12,033,719	1,834,793	2,706,856	250,629	4,266,271	9,590,946	79.7	2,442,773	1,808,299	1,573,304	3,492,636
	3 mos.	2,129	38,991,563	1,377,854	41,994,802	5,543,686	8,205,077	755,732	14,188,610	30,220,337	72.0	11,774,465	7,288,749	7,547,042	8,884,896
Norfolk Southern	March	726	811,394	.....	839,808	156,409	79,487	38,255	285,206	611,449	72.8	228,359	116,030	87,463	33,923
	3 mos.	726	2,113,636	1,094	2,191,813	439,795	226,737	115,217	840,826	1,767,206	80.6	424,607	215,395	143,717	104,935
Northern Pacific	March	6,909	10,248,476	551,860	11,786,010	2,212,248	2,628,633	232,088	4,507,885	10,202,501	86.6	1,583,509	1,298,252	672,381	1,649,687
	3 mos.	6,909	29,470,704	1,573,548	33,900,661	6,330,537	7,520,605	709,308	13,714,199	30,114,121	88.8	3,786,540	3,840,282	1,006,073	4,036,647
Northwestern Pacific	March	331	645,142	10,010	678,431	171,195	72,909	4,005	303,658	568,419	83.8	110,012	42,158	22,054	65,333
	3 mos.	331	1,747,140	23,374	1,835,924	483,906	217,887	11,294	865,890	1,613,701	87.9	222,223	127,916	—36,963	132,119
Oklahoma City-Ada-Atoka	March	132	79,197	.....	81,362	20,553	4,124	1,161	21,113	49,761	61.2	31,601	12,424	8,602	6,173
	3 mos.	132	222,434	.....	228,318	53,659	14,044	3,769	63,677	143,509	62.9	84,809	29,936	20,593	30,995
Pennsylvania	March	10,108	58,363,110	12,481,216	77,883,945	9,552,018	17,556,275	1,243,165	38,059,774	69,442,854	89.2	8,441,091	6,848,890	272,616	4,806,267
	3 mos.	10,108	171,881,764	38,692,882	229,594,814	26,622,671	52,166,157	3,505,352	112,840,430	204,523,740	89.1	25,071,074	20,376,293	2,436,711	3,276,636
Long Island	March	376	1,424,157	2,369,934	4,025,863	586,682	722,250	30,939	2,354,261	3,783,504	94.0	242,359	504,704	—570,695	—448,487
	3 mos.	376	3,564,872	7,115,791	11,319,477	2,085,360	2,223,462	55,243	6,930,856	11,549,164	102.0	—229,687	1,510,397	—2,739,840	—2,003,812

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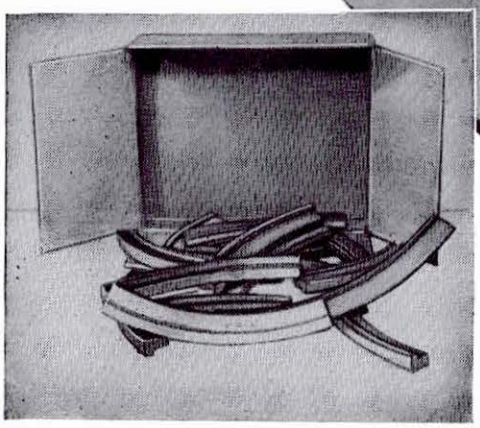
Give the "Old Girl" a break



A set of light weight Hunt-Spiller cast steel box type pistons* with Duplex lip type cylinder packing gives an old locomotive a new lease on life.

Sure, there's plenty of life left in the "old girl"—if you can afford to support her. So, you economy-minded mechanical officers and purchasing agents, give heed to a way to chop maintenance costs and increase cylinder packing mileage. Install Hunt-Spiller Light Weight Cast Steel Box Type Pistons* and Duplex Lip Type Cylinder Packing. Then watch expense go down! But wait, that's not all. *You can make this switch without changing front or back cylinder heads!* That should decide the matter for you.

The Hunt-Spiller representative, your friendly adviser in such matters, will gladly give you all the data. Talk it over with him the next time he is around. Or better yet, write today for prompt details. Hunt-Spiller Mfg. Corporation, 383 Dorchester Ave., Boston 27, Mass. In Canada: Jos. Robb & Co., Ltd., 4050 Namur St., Montreal 16, P.Q. Export Agents: International Ry. Supply Co., 30 Church St., New York 7, N.Y.

**To give added life to pistons, the packing ring grooves (as indicated by shaded area in picture) are flame-hardened to resist wear.*

Hunt-Spiller are exclusive railroad sales representatives for Double Seal Piston Rings made for Diesel and other services. Double Seal rings are cast from Hunt-Spiller *Air Furnace* Gun Iron.

HUNT-SPILLER

LIGHT WEIGHT STEEL PISTONS AND VALVES DUPLEX SECTIONAL PACKING AIR FURNACE GUN IRON

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1948

Name of road		Av. mileage operated during period	Operating revenues			Operating expenses					Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equipment	Traffic	Transportation	Total				1948	1947
Pennsylvania-Reading Seashore Lines	March	389	572,668	207,029	819,872	223,464	120,055	8,831	585,183	965,704	117.8	—145,832	107,458	—364,522	—301,305
	3 mos.	389	1,598,466	610,690	2,315,163	637,712	387,664	26,742	1,709,455	2,849,054	123.1	—533,891	321,286	—1,191,148	—1,065,341
Pittsburg & Shawmut	March	97	201,857	.....	202,586	16,967	44,239	3,350	60,323	134,200	66.2	68,386	20,784	41,392	66,517
	3 mos.	97	668,060	.....	670,799	77,553	126,066	10,577	205,444	445,615	66.4	225,184	75,110	126,358	174,928
Pittsburgh & West Virginia	March	135	664,764	.....	688,994	82,039	128,855	37,215	174,510	453,503	65.8	235,491	112,399	159,700	114,128
	3 mos.	135	1,869,403	.....	1,946,606	233,594	374,328	114,024	508,208	1,329,920	68.3	616,686	306,024	434,052	280,905
Reading	March	1,351	9,639,471	682,903	10,921,436	1,513,851	1,965,545	131,662	4,373,787	8,285,811	75.9	2,635,625	1,311,144	1,209,960	1,196,072
	3 mos.	1,352	27,128,517	2,043,579	30,732,461	4,650,422	5,977,534	377,695	13,015,971	24,898,081	81.0	5,834,380	3,053,392	2,420,957	3,067,770
Richmond, Fredericksburg & Potomac	March	118	1,394,357	664,961	2,383,799	278,339	338,452	18,941	1,016,103	1,796,451	75.4	587,348	267,135	214,254	389,611
	3 mos.	118	4,070,544	1,990,638	6,840,983	777,297	930,001	55,189	2,915,676	5,113,574	74.7	1,727,409	798,483	617,469	872,809
Rutland	March	407	473,514	35,859	603,194	65,228	95,592	13,777	288,225	481,149	79.8	122,045	37,203	66,312	—88,852
	3 mos.	407	1,124,138	116,958	1,482,052	198,287	292,706	39,458	836,023	1,417,225	95.6	64,827	112,915	—87,273	—326,178
Sacramento Northern	March	269	154,647	.....	159,776	76,372	22,484	2,107	70,428	178,550	111.8	—18,774	15,838	—45,891	—37,490
	3 mos.	269	420,237	.....	436,344	223,559	55,040	7,144	205,002	513,599	117.7	—77,255	47,187	—162,728	—171,623
St. Louis-San Francisco	March	4,645	8,024,407	547,629	9,306,459	1,363,686	1,480,083	235,312	4,152,283	7,644,026	82.1	1,662,433	966,314	789,854	896,553
	3 mos.	4,645	22,608,272	1,845,380	26,615,507	4,026,143	4,477,099	701,208	12,166,254	22,585,921	84.9	4,029,586	2,481,492	1,777,850	2,222,004
St. Louis, San Francisco & Texas	March	159	346,312	14,832	383,940	47,465	37,045	16,333	178,801	290,049	75.5	93,891	31,853	35,829	41,015
	3 mos.	159	972,510	33,787	1,066,417	139,216	105,456	46,474	519,282	841,364	78.9	225,053	81,957	64,219	96,859
St. Louis Southwestern Lines	March	1,575	5,719,286	58,459	5,949,715	528,400	667,894	134,214	1,800,196	3,311,899	55.7	2,637,816	1,072,813	1,309,746	854,355
	3 mos.	1,575	14,979,827	163,416	15,632,759	1,361,776	1,836,326	397,505	5,100,830	9,207,357	58.9	6,425,402	2,645,667	3,107,493	2,441,979
Seaboard Air Line	March	4,152	9,905,253	1,833,214	12,658,576	1,987,756	1,974,213	310,568	4,707,614	9,572,832	75.6	3,085,744	1,330,212	1,428,011	1,156,864
	3 mos.	4,152	27,702,193	5,113,750	35,523,253	5,331,228	5,695,198	909,153	13,822,466	27,498,709	77.4	8,024,544	3,432,831	3,620,219	3,157,480
Southern	March	6,483	18,342,293	1,549,243	21,282,992	2,756,418	3,667,408	358,596	7,805,146	15,405,654	72.4	5,877,338	2,704,336	2,691,703	2,010,169
	3 mos.	6,483	52,196,831	4,965,191	61,301,230	8,139,201	10,679,399	1,068,291	23,144,467	45,404,607	74.1	15,896,623	7,438,043	7,121,727	5,660,344
Alabama Great Southern	March	316	1,277,852	87,004	1,457,303	201,919	334,023	28,686	521,637	1,142,962	78.4	314,341	198,727	162,770	111,645
	3 mos.	316	3,793,353	315,555	4,392,423	585,065	943,671	88,174	1,559,255	3,340,780	76.1	1,051,643	651,724	554,346	354,320
Cinn., New Orleans & Texas Pacific	March	337	2,985,611	232,187	3,392,411	406,844	591,563	57,315	950,633	2,111,535	62.2	1,280,876	660,202	748,158	521,335
	3 mos.	337	8,443,382	689,673	9,625,845	1,144,599	1,815,173	163,561	2,869,589	6,311,586	65.6	3,314,259	1,740,628	1,895,983	1,382,114
Georgia Southern & Florida	March	397	502,235	113,720	676,218	131,452	72,832	7,826	234,175	466,717	69.0	209,501	62,576	64,874	66,263
	3 mos.	397	1,414,744	294,413	1,884,221	347,043	221,329	23,178	685,515	1,338,428	71.0	545,793	172,226	171,013	134,778
New Orleans & Northeastern	March	204	916,544	50,601	1,021,946	150,651	124,725	18,277	225,616	559,252	54.7	462,694	197,574	207,799	170,706
	3 mos.	204	2,734,193	162,356	3,066,986	440,874	320,728	54,644	759,474	1,693,289	55.2	1,373,697	601,881	612,348	422,069
Southern Pacific	March	8,195	31,110,085	3,766,347	37,611,127	4,349,607	7,161,938	702,390	14,238,810	28,506,744	75.8	9,104,383	4,610,451	3,629,824	2,597,856
	3 mos.	8,195	86,962,197	10,989,466	105,810,530	12,931,350	20,389,070	1,991,949	42,003,795	83,269,977	78.7	22,540,553	11,884,279	8,229,677	8,176,344
Texas & New Orleans	March	4,316	9,752,179	767,579	11,237,304	1,364,401	1,502,602	203,492	4,200,889	7,722,696	68.7	3,514,608	1,473,257	1,489,142	1,467,192
	3 mos.	4,316	27,286,427	2,409,621	31,795,623	4,049,556	4,371,034	592,679	12,272,435	22,664,885	71.3	9,130,738	3,892,929	3,649,291	3,564,392
Spokane, Portland & Seattle	March	945	1,782,968	101,920	2,010,435	474,647	245,079	18,816	790,093	1,620,075	80.6	390,360	176,818	68,561	214,714
	3 mos.	945	5,171,604	278,390	5,827,653	1,534,749	750,487	57,721	2,226,513	4,847,839	83.2	979,814	527,179	7,996	429,316
Tennessee Central	March	286	387,252	3,471	416,402	65,467	75,428	8,822	188,018	354,520	85.1	61,882	33,074	—12,213	693
	3 mos.	286	1,014,422	15,150	1,105,666	184,716	222,000	26,068	572,422	1,055,116	95.4	50,550	97,452	—170,271	—26,550
Texas & Pacific	March	1,854	5,633,793	442,072	6,556,748	347,696	1,034,681	161,647	2,657,135	4,992,579	76.1	1,564,169	594,319	654,274	633,020
	3 mos.	1,854	15,936,652	1,430,982	18,731,432	2,413,271	2,866,441	487,904	7,472,673	14,110,326	75.3	4,621,106	1,818,539	1,853,135	1,706,165
Texas Mexican	March	162	221,628	.....	249,758	35,935	30,769	4,648	69,387	155,776	62.4	93,982	33,513	47,163	95,327
	3 mos.	162	591,558	66	685,671	114,189	82,378	15,829	194,875	450,553	65.7	235,118	81,727	105,173	183,749
Toledo, Peoria & Western	March	239	359,224	.....	362,726	37,015	26,808	31,215	100,689	217,421	59.9	145,305	54,034	68,628	—13,380
	3 mos.	239	1,014,615	4	1,026,401	106,001	70,409	95,032	303,908	640,408	62.4	385,993	147,823	172,819	—85,387
Union Pacific System	March	9,752	28,095,092	3,255,534	34,172,487	5,348,569	5,423,491	908,763	12,687,572	26,404,383	77.3	7,768,104	4,961,424	2,137,996	3,633,620
	3 mos.	9,755	82,507,550	10,200,791	101,122,672	13,957,781	17,766,727	2,382,755	37,855,739	78,026,496	77.2	23,096,176	14,422,140	6,299,737	9,663,119
Utah	March	111	87,507	.....	87,766	34,128	54,228	692	44,442	141,662	161.4	—53,896	13,322	—60,265	16,448
	3 mos.	111	482,563	.....	483,198	102,377	153,125	2,045	198,021	479,684	99.3	3,514	41,481	—26,154	67,919
Virginian	March	661	2,063,948	5,266	2,154,057	386,547	676,232	37,279	699,960	1,881,699	87.4	272,358	253,500	162,276	837,786
	3 mos.	661	8,154,033	14,649	8,459,285	1,056,660	2,140,977	115,774	2,490,984	6,075,112	71.8	2,384,173	1,402,740	1,502,661	2,512,748
Wabash	March	2,393	8,001,316	436,506	9,022,489	1,130,985	1,172,943	243,904	3,630,195	6,514,460	72.2	2,508,029	1,019,470	1,042,902	1,176,709
	3 mos.	2,393	22,780,685	1,387,982	25,906,219	3,034,658	3,492,420	722,659	10,404,596	18,568,705	71.7	7,337,514	2,985,580	3,078,543	3,098,979
Ann Arbor	March	294	710,939	3,120	728,975	75,507	149,588	22,647	316,225	581,170	79.7	147,805	69,424	61,837	78,998
	3 mos.	294	2,043,387	8,104	2,088,855	206,913	452,268	66,661	969,351	1,736,723	83.1	352,132	183,019	120,912	191,580
Western Maryland	March	837	3,190,660	11,754	3,318,329	460,865	751,561	64,247	1,112,888	2,519,297	75.9	799,032	396,000	523,652	736,282
	3 mos.	837	10,457,133	35,314	10,898,464	1,296,454	2,203,368	196,374	3,879,577	7,951,780	73.0	2,946,684	1,402,000	1,868,288	1,859,375
Western Pacific	March	1,195	3,045,863	127,011	3,251,948	456,864	654,078	121,599	1,223,444	2,636,613	81.1	615,335	221,521	322,073	264,645
	3 mos.	1,195	8,872,153	377,748	9,490,423	1,351,318	1,728,767	362,684	3,657,668	7,610,056	80.2*	1,880,367	683,434	961,033	348,489
Wheeling & Lake Erie	March	505	2,564,503	4	2,636,903	362,612	434,820	60,859	849,840	1,779,207	67.4	857,696	519,810	569,865	645,220
	3 mos.	505	7,619,780	4	7,851,250	973,324	1,237,696	183,858	2,541,818	5,150,464	65.6	2,700,786	1,613,079	1,793,647	1,631,900
Wisconsin Central	March	1,051	2,262,077	31,864	2,449,887	258,849	392,157	56,860	1,012,070	1,803,484	73.6	646,403	158,571	325,727	441,908
	3 mos.	1,051	6,313,950	97,294	6,854,579	763,354	1,173,549	176,182	3,109,744	5,458,827	79.6	1,395,752	467,132	462,793	673,304

* This road's operating ratio for 2 mos. was 79.7, not as was incorrectly stated in the table in the April 17 *Railway Age*.

Table of Freight Operating Statistics appears on next left-hand page.

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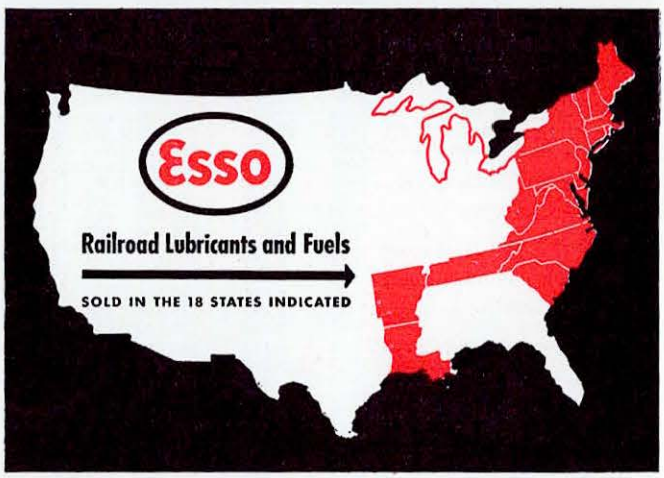

ESSO STANDARD OIL COMPANY
Boston, Mass.— New York, N. Y.— Elizabeth, N. J.— Baltimore, Md.
Richmond, Va.— Charleston, W. Va.— Charlotte, N. C.
Columbia, S. C.—Memphis, Tenn.—Little Rock, Ark.—New Orleans, La.
ESSO STANDARD OIL COMPANY OF PENNSYLVANIA
Philadelphia, Pa.

Freight Operating Statistics of Large Steam Railways—Selected

	Region, road and year	Miles of road operated	Locomotive miles: Train-miles	Locomotive miles: Principal and helper	Locomotive miles: Light	Car-miles: Loaded (*thousands*)	Car-miles: Per cent loaded	Ton-miles (*thousands*): Gross excl. locos. & tenders	Ton-miles (*thousands*): Net rev. and non-rev.	Road locos. on line: Serviceable: Unstored	Road locos. on line: Serviceable: Stored	Road locos. on line: B.O.	Road locos. on line: Per cent B.O.
New Eng. Region	Boston & Albany 1948	362	125,090	141,219	24,465	2,799	66.3	175,016	72,866	77	..	21	21.4
	1947	362	139,072	154,366	23,646	3,073	63.7	194,074	76,986	65	..	23	26.1
	Boston & Maine 1948	1,746	330,885	346,725	18,660	12,062	70.5	757,286	331,668	108	..	6	5.3
	1947	1,750	303,536	313,781	12,290	11,139	72.0	682,644	298,897	103	19	20	14.1
	N. Y., N. H. & Htfd 1948	1,815	368,805	656,147	46,024	13,995	70.4	844,597	377,797	204	..	37	15.6
	1947	1,815	348,006	477,046	40,629	12,908	74.0	744,427	333,648	194	5	46	18.4
Great Lakes Region	Delaware & Hudson 1948	794	295,920	356,625	36,625	12,966	71.5	904,835	500,211	122	21	34	19.2
	1947	794	268,141	323,720	34,014	11,614	69.8	818,251	440,781	120	37	35	18.2
	Del., Lack. & Western 1948	970	347,446	393,363	51,452	14,447	73.1	933,326	439,428	121	2	17	12.1
	1947	971	307,051	346,229	38,459	12,431	71.4	804,403	370,000	115	13	46	26.4
	Erie 1948	2,229	774,239	828,621	65,005	39,360	69.9	2,504,589	1,115,122	268	10	86	23.6
	1947	2,229	719,810	770,326	62,019	33,852	69.7	2,155,226	938,396	270	31	87	22.4
	Grand Trunk Western 1948	972	273,166	281,238	2,777	8,900	69.9	557,819	245,479	66	..	11	14.3
	1947	972	261,433	276,781	2,458	8,673	72.8	529,832	236,705	70	..	7	9.1
	Lehigh Valley 1948	1,239	327,042	364,145	55,798	14,106	71.8	920,755	448,885	99	4	47	31.3
	1947	1,242	278,019	307,741	49,493	12,117	69.6	810,880	393,597	112	10	41	25.1
	New York Central 1948	10,351	2,949,964	3,149,741	230,596	103,613	64.1	7,212,268	3,405,336	1,075	6	312	22.4
	1947	10,338	3,017,856	3,243,577	288,661	111,161	64.2	7,614,457	3,537,235	1,064	6	328	23.5
	New York, Chic. & St. L. 1948	1,656	697,237	706,543	9,828	27,054	72.2	1,699,092	777,596	153	..	15	8.9
	1947	1,656	648,530	653,452	9,067	24,526	68.1	1,591,104	710,601	142	..	17	10.7
	Pitts. & Lake Erie 1948	223	101,838	104,670	.....	3,729	62.9	321,756	187,075	28	..	16	36.4
	1947	223	91,225	92,505	58	3,243	60.8	274,227	152,941	29	..	15	34.1
	Wabash 1948	2,381	653,050	669,104	14,762	23,351	73.1	1,469,701	664,197	163	11	29	14.3
	1947	2,381	612,881	631,146	14,754	22,287	73.7	1,384,875	631,464	163	3	40	19.4
Central Eastern Region	Baltimore & Ohio 1948	6,076	1,984,707	2,458,751	276,968	66,552	66.3	4,759,871	2,381,442	824	1	309	27.2
	1947	6,103	1,929,500	2,414,498	282,282	63,377	65.3	4,545,848	2,242,823	846	2	313	27.0
	Central of New Jersey* 1948	418	75,154	80,548	10,152	2,950	66.2	215,209	117,096	45	..	16	26.2
	1947	418	80,845	90,890	16,625	2,831	66.7	203,729	105,861	44	..	27	38.0
	Central of Pennsylvania 1948	213	76,038	87,188	16,785	2,920	70.0	209,386	112,681	44	..	13	22.8
	1947	213	78,093	93,157	20,779	2,948	67.8	216,180	117,227	50	1	11	17.7
	Chicago & Eastern Ill. 1948	909	168,607	169,454	3,835	5,391	70.9	366,325	190,139	56	..	13	18.8
	1947	910	177,042	177,584	3,689	4,992	72.5	328,845	166,968	57	..	18	24.0
	Elgin, Joliet & Eastern 1948	391	125,322	130,495	3,301	3,744	67.8	282,643	152,577	54	..	5	8.5
	1947	391	120,379	124,971	3,908	3,495	65.5	272,264	145,685	58	..	5	7.9
	Pennsylvania System 1948	10,023	3,756,554	4,242,621	545,979	138,940	67.7	9,610,854	4,738,728	1,856	2	293	13.6
	1947	10,031	3,754,960	4,250,127	590,627	137,541	66.7	9,625,671	4,735,636	1,981	3	278	12.3
	Reading 1948	1,350	446,995	484,675	47,142	15,404	66.2	1,178,684	646,524	217	11	32	12.3
	1947	1,357	464,298	515,027	61,500	15,573	65.9	1,194,967	659,061	246	23	40	12.9
	Western Maryland 1948	837	220,624	264,887	39,339	7,410	62.0	620,384	342,318	156	3	12	7.0
	1947	837	211,725	258,981	39,182	7,099	60.3	609,911	333,858	151	3	10	6.1
Pocahontas Region	Chesapeake & Ohio 1948	5,002	1,715,779	1,849,442	85,241	67,630	57.7	5,656,066	3,200,231	626	4	80	11.3
	1947	4,980	1,609,886	1,730,538	78,741	65,714	57.9	5,457,534	3,023,649	633	..	62	8.9
	Norfolk & Western 1948	2,107	837,552	901,095	69,245	36,374	57.5	3,227,553	1,770,654	266	20	23	7.4
	1947	2,108	765,155	828,311	61,538	33,371	58.4	2,941,652	1,620,321	273	21	20	6.4
Southern Region	Atlantic Coast Line 1948	5,552	994,411	1,022,872	15,039	25,932	63.3	1,759,673	784,202	356	1	69	16.2
	1947	5,556	1,018,832	1,033,037	16,178	25,748	66.7	1,701,983	786,203	390	14	41	9.2
	Central of Georgia* 1948	1,783	281,663	286,282	5,319	7,060	72.9	460,051	220,588	92	4	10	9.4
	1947	1,782	284,242	291,212	5,522	7,092	73.7	465,806	220,778	95	1	9	8.6
	Gulf, Mobile & Ohio 1948	2,847	366,928	373,324	357	16,135	74.7	1,038,442	515,408	188	8	10	4.9
	1947	2,846	422,668	462,770	3,566	16,057	73.6	1,028,814	494,875	186	11	9	4.4
	Illinois Central 1948	6,581	1,514,431	1,522,761	53,256	53,057	64.0	3,715,873	1,762,257	576	10	71	10.8
	1947	6,582	1,438,210	1,458,613	52,325	52,312	68.3	3,503,005	1,693,794	586	1	89	13.2
	Louisville & Nashville 1948	4,750	1,528,751	1,676,402	51,087	39,446	64.5	2,871,346	1,513,036	404	..	82	16.9
	1947	4,759	1,464,411	1,613,151	46,751	36,698	65.4	2,603,878	1,358,349	400	7	80	16.4
	Nash., Chatt. & St. Louis 1948	1,051	274,794	288,533	8,959	6,483	76.7	407,451	193,714	83	..	13	13.5
	1947	1,052	267,319	289,766	7,871	6,298	76.7	398,006	184,570	86	..	19	18.1
	Seaboard Air Line 1948	4,141	853,000	921,094	14,182	24,053	66.7	1,647,048	745,583	271	..	56	17.1
	1947	4,145	860,366	920,036	13,395	24,447	70.9	1,611,038	746,116	290	..	53	15.5
	Southern 1948	6,449	1,615,462	1,640,835	28,012	43,376	70.0	2,762,771	1,263,448	546	21	91	13.8
	1947	6,451	1,866,680	1,895,303	33,866	44,701	70.2	2,845,979	1,297,995	593	9	93	13.4
Northwestern Region	Chicago & North Western 1948	8,055	930,607	971,773	25,319	30,356	69.7	1,983,979	910,680	354	14	117	24.1
	1947	8,061	980,983	1,024,464	33,990	30,167	70.3	2,016,899	905,010	369	4	135	26.6
	Chicago Great Western 1948	1,445	232,742	234,101	13,311	8,429	69.9	549,032	244,217	55	..	29	34.5
	1947	1,445	254,285	255,809	13,778	7,914	72.2	516,769	240,854	64	..	16	20.0
	Chic., Milw., St. P. & Pac. 1948	10,663	1,426,396	1,487,178	61,947	45,197	68.9	3,007,136	1,408,417	492	33	104	16.5
	1947	10,725	1,331,595	1,418,169	58,593	43,336	70.5	2,868,456	1,378,026	482	23	105	17.2
	Chic., St. P., Minn. & Omaha 1948	1,606	226,085	242,206	12,979	5,427	64.0	391,184	173,317	88	..	23	20.7
	1947	1,606	214,390	230,907	14,043	5,487	70.6	370,845	174,455	81	..	33	28.9
	Duluth, Missabe & Iron Range 1948	569	31,668	31,853	330	504	53.7	35,916	16,015	18	5	27	54.0
	1947	547	29,348	29,697	537	508	60.3	34,883	16,988	20	19	18	31.6
	Great Northern 1948	8,237	1,009,531	1,013,296	42,274	33,364	64.3	2,326,491	1,026,328	342	62	72	15.1
	1947	8,236	970,366	972,914	39,842	33,339	71.6	2,197,222	1,034,533	357	46	82	16.9
	Minneap., St. P. & S. St. M. 1948	4,180	416,805	429,836	10,434	11,678	72.6	738,089	356,839	129	..	22	14.6
	1947	4,181	441,912	453,577	9,852	11,472	63.7	779,670	354,287	122	..	26	17.6
	Northern Pacific 1948	6,613	812,937	856,928	54,775	29,576	71.8	1,992,255	958,297	336	27	57	13.6
	1947	6,625	801,180	853,719	58,167	30,711	74.8	1,923,562	1,045,050	362	16	69	15.4
Central Western Region	Atch., Top. & S. Fe (incl. C. G. & S. F. & P. & S. F.) 1948	13,081	2,548,330	2,697,057	110,490	92,520	69.1	6,029,679	2,545,752	706	123	139	14.4
	1947	13,107	2,457,128	2,597,034	117,829	88,866	69.0	5,754,250	2,399,454	663	159	154	15.8
	Chic., Burl. & Quincy 1948	8,670	1,346,523	1,386,127	51,589	51,433	64.2	3,597,337	1,652,270	443	18	74	13.8
	1947	8,671	1,333,688	1,388,934	53,565	49,530	64.1	3,518,042	1,635,952	448	17	86	15.6
	Chic., Rock I. & Pac. 1948	7,618	1,167,708	1,205,017	18,666	37,906	67.4	2,451,222	1,084,952	301	8	79	20.4
	1947	7,619	1,181,572	1,208,371	17,643	37,661	66.9	2,484,953	1,108,446	317	5	88	21.5
	Denver & R. G. Wn. 1948	2,443	367,896	415,531	52,978	11,536	72.9	794,700	406,671	151	35	47	20.2
	1947	2,471	353,466	407,315	50,288	10,865	72.0	753,498	383,597	148	40	47	20.0
	Southern Pacific 1948	8,109	1,860,397	2,085,073	383,942	79,172	70.7	5,122,017	2,248,251	693	29	194	21.2
	1947	8,159	1,903,856	2,138,688	374,843	78,104	71.0	5,040,800	2,171,494	742	12	215	22.2
	Union Pacific 1948	9,756	2,127,707	2,218,857	151,010	84,120	69.7	5,612,959	2,459,171	544	120	110	14.2
	1947	9,775	2,287,305	2,411,427	184,896	84,284	69.9	5,776,357	2,663,346	703	60	115	12.9
	Western Pacific 1948	1,192	215,239	237,355	24,207	9,343	79.3	578,690	284,250	63	42	20	16.0
	1947	1,192	228,140	254,603	32,812	9,226	74.2	598,311	290,322	90	27	23	16.4
Southwestern Region	International-Gt. Northern* 1948	1,110	248,511	251,713	2,144	6,558	66.6	460,300	208,826	71	..	9	11.3
	1947	1,110	222,806	225,044	666	5,737	64.6	404,721	172,380	74	..	13	14.9
	Kansas City Southern 1948	885	199,989	207,965	2,069	8,580	67.1	585,365	274,412	49	1	7	12.3
	1947	885	190,092	203,696	3,913	7,982	69.6	535,637	261,687	54	2	23	29.1
	Mo.-Kans.-Texas Lines 1948	3,241	451,175	460,318	6,950	15,086	65.9	980,202	430,934	121	1	33	21.3
	1947	3,241	474,651	483,725	10,275	13,720	67.3	889,305	396,062	114	..	53	31.7
	Missouri Pacific* 1948	6,986	1,475,637	1,525,907	36,606	49,219	65.8	3,346,499	1,486,045	432	..	63	12.7
	1947	7,011	1,462,752	1,516,677	38,368	48,572	66.5	3,292,173	1,475,728	421	6	57	11.8
	Texas & Pacific 1948	1,852	517,729	517,729	14,770	16,166	62.5	1,107,999	459,319	120	1	10	7.6
	1947	1,871	345,375	345,375	6,666	11,763	69.1	757,002	310,501	109	27	17	11.1
	St. Louis-San Francisco 1948	4,615	880,500	911,118	10,008	22,307	66.7	1,508,922	669,847	296	3	31	9.4
	1947	4,615	891,682	927,303	10,702	21,809	68.1	1,453,661	661,079	286	19	23	7.0
	St. Louis Southw. Lines 1948	1,563	407,125	409,403	5,702	15,926	75.0	938,552	419,546	92	8	9	8.3
	1947	1,568	342,762	344,101	4,560	14,180	80.8	803,482	359,168	85	7	18	16.4
	Texas & New Orleans 1948	4,314	963,362	964,949	19,476	26,702	71.7	1,715,346	761,090	219	..	29	11.7
	1947	4,318	897,209	898,383	14,880	24,843	75.0	1,555,201	693,554	210	..	38	15.3

*Report of trustee or trustees.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Items for the Month of February 1948 Compared with February 1947

	Region, road and year	Freight cars on line: Home	Foreign	Total	Per Cent B.O.	G.t.m.per train-hr. excl.locos and tenders	G.t.m.per train-hr. excl.locos and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car day	Net miles per car-day	Net daily ton-mi. per road-mi.	Coal lb. per 1000 g.t.m. inc.loco.	Mi. per loco. per day
New Eng. Region	Boston & Albany	1948 201	7,276	7,477	0.6	16,555	1,407	586	26.0	346	20.0	6,941	244	71.6
		1947 236	5,138	5,374	0.4	21,383	1,403	556	25.1	435	27.3	7,595	213	79.8
	Boston & Maine	1948 1,373	14,434	15,807	2.7	30,833	2,297	1,006	27.5	712	36.7	6,550	121	118.0
		1947 1,151	10,851	12,002	2.5	33,578	2,253	987	26.8	852	44.1	6,100	114	87.0
	N. Y., N. H. & Htfd	1948 1,205	26,145	27,350	1.4	27,264	2,298	1,028	27.0	447	23.5	7,178	105	103.8
		1947 1,266	20,457	21,723	1.6	29,552	2,149	963	25.8	554	29.0	6,565	108	86.9
Great Lakes Region	Delaware & Hudson	1948 1,814	9,775	11,589	4.5	49,752	3,072	1,698	38.6	1,636	59.3	21,724	126	80.2
		1947 1,848	7,900	9,748	2.8	52,138	3,068	1,653	38.0	1,563	59.0	19,826	120	70.0
	Del., Lack. & Western	1948 3,802	17,189	20,991	3.2	37,741	2,733	1,287	30.4	787	35.4	15,621	128	118.9
		1947 3,757	14,208	17,965	3.5	41,379	2,655	1,221	29.8	733	34.5	13,609	122	86.8
	Erie	1948 5,258	31,788	37,046	3.5	51,553	3,262	1,452	28.3	1,133	57.2	17,251	114	91.8
		1947 4,617	26,472	31,089	3.0	48,692	3,020	1,315	27.7	1,061	54.9	15,036	111	83.6
	Grand Trunk Western	1948 3,360	11,591	14,951	5.9	36,978	2,059	906	27.6	569	29.5	8,709	100	140.9
		1947 2,894	11,055	13,949	5.1	37,697	2,042	912	27.3	598	30.1	8,697	103	140.5
	Lehigh Valley	1948 5,854	18,450	24,304	6.7	48,438	2,882	1,405	31.8	694	30.4	12,493	126	99.6
		1947 3,978	15,796	19,774	3.6	49,231	2,981	1,448	32.5	693	30.7	11,318	123	81.0
	New York Central	1948 44,966	117,322	162,288	3.2	33,894	2,484	1,173	32.9	701	33.3	11,344	131	95.1
		1947 40,760	114,555	155,315	2.9	35,401	2,560	1,189	31.8	782	38.3	12,220	127	99.8
	New York, Chi. & St. L.	1948 2,162	15,096	17,258	1.4	46,696	2,453	1,122	28.7	1,631	78.6	16,192	101	156.7
		1947 1,721	15,247	16,968	1.4	45,358	2,472	1,104	29.0	1,480	75.0	15,325	103	157.2
	Pitts. & Lake Erie	1948 2,606	10,878	13,484	5.7	47,415	3,166	1,841	50.2	512	16.2	28,928	116	88.8
		1947 2,102	8,493	10,595	3.1	44,539	3,010	1,679	47.2	522	18.2	24,494	119	79.3
	Wabash	1948 4,541	15,239	19,780	3.0	43,886	2,276	1,029	28.4	1,143	55.0	9,619	123	121.7
		1947 4,203	16,801	21,004	1.9	43,179	2,285	1,042	28.3	1,101	52.7	9,472	124	117.6
Central Eastern Region	Baltimore & Ohio	1948 39,190	47,959	87,149	6.4	30,278	2,447	1,224	35.8	956	40.3	13,515	168	86.4
		1947 33,117	52,954	86,071	4.5	28,748	2,407	1,190	35.4	942	40.7	13,125	175	85.9
	Central of New Jersey*	1948 744	11,114	11,858	4.0	36,030	2,958	1,610	39.7	331	12.6	9,660	130	80.2
		1947 476	9,956	10,432	2.3	31,406	2,590	1,346	37.4	369	14.8	9,045	152	75.3
	Central of Pennsylvania	1948 694	4,161	4,855	7.6	36,760	2,913	1,568	38.6	779	28.8	18,242	145	74.3
		1947 1,046	4,183	5,229	5.8	35,650	2,876	1,560	39.8	826	30.6	19,656	142	68.6
	Chicago & Eastern Ill.	1948 1,382	4,399	5,781	4.2	37,422	2,227	1,156	35.3	1,099	43.9	7,213	119	89.7
		1947 1,403	4,309	5,712	3.8	31,979	1,887	958	33.4	1,055	43.5	6,553	138	88.8
	Elgin, Joliet & Eastern	1948 6,118	13,264	19,382	2.3	12,199	2,415	1,304	40.8	272	9.9	13,456	161	132.2
		1947 6,353	17,256	23,609	1.1	12,462	2,442	1,307	41.7	221	8.1	13,307	180	133.7
	Pennsylvania System	1948 106,475	129,006	235,481	10.3	32,842	2,648	1,306	34.1	684	29.6	16,303	142	83.5
		1947 109,944	143,054	252,998	9.3	33,137	2,667	1,312	34.4	681	29.6	16,861	145	83.5
	Reading	1948 7,797	25,677	33,474	3.3	32,300	2,648	1,452	42.0	660	23.7	16,514	121	81.1
		1947 8,755	27,096	35,851	2.6	34,163	2,579	1,423	42.3	662	23.7	17,346	124	76.3
	Western Maryland	1948 2,570	4,414	6,984	1.0	28,815	2,854	1,575	46.2	1,596	55.7	14,103	169	65.9
		1947 2,413	6,853	9,266	.8	27,684	2,938	1,608	47.0	1,394	49.2	14,246	180	70.2
Pocahontas Region	Chesapeake & Ohio	1948 42,804	25,637	68,441	1.8	50,344	3,355	1,898	47.3	1,625	59.5	22,062	95	100.9
		1947 38,299	28,691	66,990	1.6	50,192	3,457	1,915	46.0	1,637	61.4	21,684	96	100.5
	Norfolk & Western	1948 27,625	7,673	35,298	2.5	60,510	3,920	2,151	48.7	1,763	63.0	28,978	104	115.4
		1947 25,250	8,989	34,239	1.0	59,665	3,903	2,150	48.6	1,715	60.5	27,452	106	109.5
Southern Region	Atlantic Coast Line	1948 8,511	21,748	30,259	5.5	27,938	1,774	790	30.2	890	46.5	4,871	132	91.4
		1947 7,463	21,122	28,585	2.9	26,678	1,677	775	30.5	912	44.7	5,054	131	90.1
	Central of Georgia*	1948 1,653	5,441	7,094	4.3	29,781	1,638	786	31.2	1,000	43.9	4,266	140	101.3
		1947 1,144	6,787	7,931	1.7	29,913	1,648	781	31.1	986	43.0	4,425	141	106.8
	Gulf, Mobile & Ohio	1948 2,411	12,709	15,120	1.8	53,783	2,840	1,410	31.9	1,175	49.3	6,243	82	66.7
		1947 2,391	11,211	13,602	1.6	43,583	2,442	1,174	30.8	1,288	56.8	6,210	98	84.8
	Illinois Central	1948 16,496	35,081	51,577	1.5	41,792	2,494	1,183	33.2	1,165	54.8	9,234	140	87.7
		1947 13,323	34,749	48,072	1.0	41,051	2,499	1,208	32.4	1,229	55.6	9,191	144	84.6
	Louisville & Nashville	1948 25,380	17,467	42,847	4.3	27,145	1,879	990	38.4	1,188	48.1	10,984	142	126.9
		1947 23,099	19,722	42,821	3.2	26,136	1,778	928	37.0	1,135	46.9	10,194	149	127.4
	Nashville, Chatt. & St. Louis	1948 1,459	6,394	7,853	4.4	28,152	1,486	705	29.9	882	38.5	6,356	144	111.0
		1947 796	6,204	7,000	1.9	29,003	1,493	692	29.3	959	42.6	6,266	144	102.4
	Seaboard Air Line	1948 5,914	18,459	24,373	1.5	33,870	1,989	901	31.0	1,097	53.0	6,209	123	109.9
		1947 5,004	18,804	23,808	1.6	31,582	1,935	896	30.5	1,055	48.7	6,429	132	108.1
	Southern	1948 12,790	31,903	44,693	3.8	28,993	1,728	790	29.1	972	47.7	6,756	135	92.6
		1947 12,341	33,598	45,939	4.9	25,583	1,543	704	29.0	979	48.0	7,186	148	105.5
Northwestern Region	Chic. & North Western	1948 17,170	36,262	53,432	3.7	30,854	2,227	1,022	30.0	590	28.2	3,899	143	77.5
		1947 16,742	41,270	58,012	3.9	28,828	2,167	972	30.0	580	27.5	4,010	156	80.0
	Chicago Great Western	1948 1,067	5,149	6,216	3.5	37,212	2,359	1,050	29.0	1,407	69.5	5,828	138	105.3
		1947 807	4,959	5,766	2.5	32,635	2,033	947	30.4	1,416	64.5	5,953	147	130.6
	Chic., Milw., St. P. & Pac.	1948 20,522	49,997	70,519	1.9	29,590	2,137	1,001	31.2	690	32.1	4,555	141	92.0
		1947 18,227	48,667	66,894	1.6	31,662	2,180	1,047	31.8	754	33.7	4,589	136	94.4
	Chic., St. P., Minn. & Omaha	1948 801	7,943	8,744	6.1	22,248	1,787	792	31.9	666	32.6	3,721	138	82.9
		1947 761	8,457	9,218	5.3	22,123	1,781	838	31.8	697	31.1	3,880	130	82.2
	Duluth, Missabe & Iron Range	1948 14,331	630	14,961	2.9	15,072	1,182	527	31.8	37	2.2	971	197	25.8
		1947 14,774	568	15,342	2.2	17,074	1,265	616	33.4	39	2.0	1,109	192	23.3
	Great Northern	1948 19,164	23,114	42,278	3.2	36,215	2,319	1,023	30.8	818	41.4	4,297	125	81.3
		1947 16,833	19,743	36,576	2.4	35,953	2,286	1,076	31.0	983	44.2	4,486	124	78.9
	Minneap., St. P. & S. St. M.	1948 5,579	10,902	16,481	3.3	29,628	1,797	869	30.6	753	33.9	2,944	120	112.6
		1947 4,575	10,988	15,563	4.2	29,199	1,795	816	30.9	883	44.9	3,026	118	123.0
	Northern Pacific	1948 16,063	18,563	34,626	5.5	40,649	2,471	1,188	32.4	917	39.4	4,997	158	81.2
		1947 15,083	16,437	31,520	4.2	38,211	2,422	1,316	34.0	1,158	45.5	5,634	164	80.0
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. & P. & S. F.)	1948 34,617	30,354	64,971	5.6	47,810	2,379	1,005	27.5	1,307	68.8	6,711	112	105.0
		1947 35,356	37,490	72,846	5.1	46,858	2,351	980	27.0	1,158	62.2	6,538	110	105.5
	Chic., Burl. & Quincy	1948 13,567	28 738	42,305	2.5	45,757	2,686	1,234	32.1	1,339	64.9	6,571	109	99.7
		1947 16,193	26,273	42,466	3.1	43,244	2,651	1,233	33.0	1,355	64.0	6,738	113	98.9
	Chic., Rock I. & Pac.	1948 8,623	24,527	33,150	4.5	36,758	2,105	932	28.6	1,101	57.1	4,911	116	113.6
		1947 8,146	26,945	35,091	3.0	35,911	2,113	943	29.4	1,114	56.6	5,196	119	111.9
	Denver & R. G. Wn	1948 6,731	6,521	13.252	4.4	35,563	2,181	1,116	35.3	1,047	40.7	5,740	184	73.5
		1947 6,891	6,613	13,504	4.7	34,973	2,150	1,095	35.3	1,022	40.2	5,544	184	73.6
	Southern Pacific	1948 22,446	36,409	58,855	3.3	45,167	2,782	1,221	28.4	1,288	64.2	9,560	97	98.0
		1947 21,259	41,015	62,274	3.2	41,724	2,671	1,151	27.8	1,240	62.8	9,505	107	98.5
	Union Pacific	1948 24,945	29,071	54,016	3.3	54,540	2,664	1,167	29.2	1,545	75.8	8,692	131	107.7
		1947 23,513	37,830	61,343	2.6	48,926	2,547	1,175	31.6	1,486	67.3	9,731	135	108.9
	Western Pacific	1948 2,042	3,553	5,595	5.6	57,667	2,704	1,328	30.4	1,860	77.1	8,223	56	73.8
		1947 2,649	3,655	6,304	4.1	54,881	2,669	1,295	31.5	1,698	72.7	8,699	64	76.4
Southwestern Region	International Gt. Northern*	1948 487	6,530	7,017	1.2	34,086	1,878	852	31.8	1,052	49.6	6,487	121	114.7
		1947 316	6,397	6,713	1.0	34,203	1,831	780	30.0	947	49.0	5,546	112	97.4
	Kansas City Southern	1948 1,205	5,379	6,584	2.9	55,375	2,949	1,383	32.0	1,408	65.6	10,692	111	136.3
		1947 915	6,286	7,201	2.4	50,299	2,827	1,381	32.8	1,294	56.7	10,560	113	102.8
	Mo.-Kans.-Texas Lines	1948 1,694	7,751	9,445	.6	40,709	2,180	959	28.6	1,541	81.8	4,585	105	109.6
		1947 1,231	8,184	9,415	.9	35,447	1,884	839	28.9	1,475	75.9	4,364	92	110.8
	Missouri Pacific*	1948 13,445	24,060	37,505	2.0	41,530	2,279	1,012	30.2	1,338	67.3	7,335	116	112.8
		1947 12,536	27,606	40,142	1.7	39,772	2,267	1,016	30.4	1,302	64.5	7,517	122	120.7
	Texas & Pacific	1948 1,355	8,271	9,626	1.8	39,786	2,162	896	28.4	1,609	90.7	8,552	101	149.6
		1947 1,138	6,668	7,806	2.2	44,472	2,218	910	26.4	1,399	76.7	5,927	95	86.8
	St. Louis-San Francisco	1948 5,144	13,830	18,974	1.8	34,826	1,721	764	30.0	1,194	59.6	5,005	135	100.8
		1947 4,345	14,477	18,822	1.9	32,027	1,637	744	30.3	1,211	58.6	5,116	140	107.6
	St. Louis Southw. Lines	1948 1,304	6,460	7,764	2.1	43,415	2,309	1,032	26.3	1,937	98.1	9,226	85	141.6
		1947 1,072	5,338	6,410	2.2	45,178	2,348	1,049	25.3	1,980	96.7	8,181	88	119.9
	Texas & New Orleans	1948 3,768	15,721	19,489	3.1	35,824	1,799	798	28.5	1,340	65.5	6,084	91	144.1
		1947 2,948	16,401	19,349	1.8	35,308	1,749	780	27.9	1,280	61.1	5,736	90	139.2

*Report of trustee or trustees.

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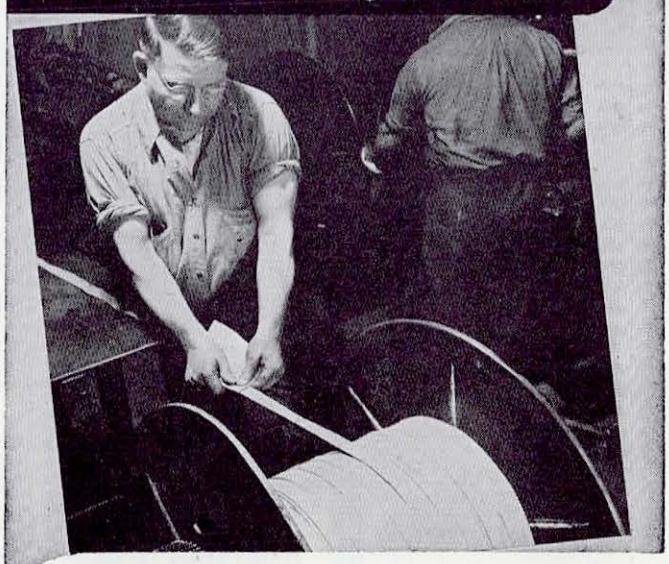

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General News

Continued from page 58

Signaling Hearings

Petitions filed by the Nashville, Chattanooga & St. Louis, Seaboard Air Line, Central of Georgia, Atlanta & St. Andrews Bay and Norfolk & Western for modification of the Interstate Commerce Commission's order of June 17, 1947, in the Docket No. 29543 proceeding, wherein it required the carriers to install certain signaling devices on lines over which high-speed trains are run, have been assigned for hearing on June 15 at the state capitol building in Atlanta, Ga. Commissioner Patterson and Examiner E. J. Hoy will preside.

To Emphasize Crossing Safety

A nationwide educational program to increase observance of traffic signs—including those at highway-rail intersections—will be carried out during June by the National Safety Council and cooperating groups. The council has provided more than 1,700 state and local safety councils and official agencies with promotional material to be used in the campaign. The program is a part of the council's continuing "Signs of Life" activities emphasizing the importance of heeding signs, signals and pavement markings in order to reduce highway accidents.

St. Louis Roads Are Spending $15 Million For Improvements

Thirteen trunk-line and terminal railroads serving St. Louis, Mo., are currently spending some $15,000,000 for improvements and new facilities in that area, according to a recent survey conducted by the industrial and research bureaus of the St. Louis Chamber of Commerce.

The survey report lists the following railroads, along with the sums each are spending: Baltimore & Ohio, $3,043,000; Burlington Lines, $158,000; St. Louis-San Francisco, $398,495; Gulf, Mobile & Ohio, $500,000; Illinois Central, $75,000; Illinois Terminal, $486,803; Louisville & Nashville, $50,200; Missouri-Kansas-Texas, $275,000; Missouri Pacific, $3,396,770; Pennsylvania, $366,000; Chicago, Rock Island & Pacific, $248,000; Terminal Association of St. Louis, $4,972,647; and the Wabash, $1,308,240.

N.R.A.A. to Exhibit in Chicago During Week of March 14, 1949

At a meeting of the board of directors of the National Railway Appliances Association it was decided to present a manufacturers' exhibit in conjunction with the Half-Century Annual Meeting of the American Railway Engineering Association in Chicago, March 14-17, 1949. While the A.R.E.A. will hold its meeting at the Palmer House, as in past years, the exhibit will be held in the Coliseum, convenient to the convention headquarters.

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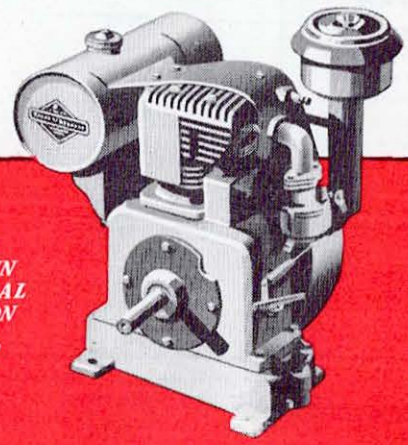

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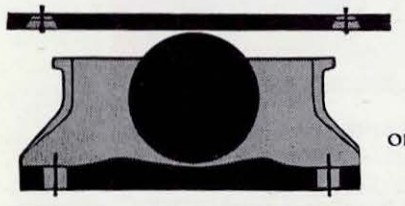

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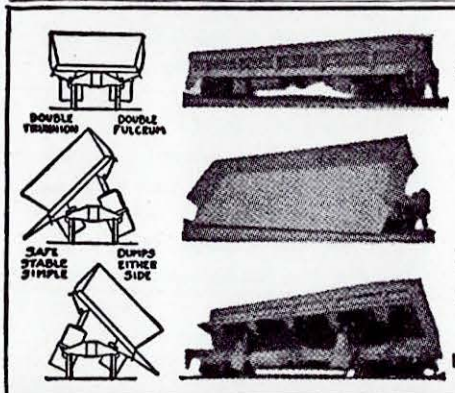

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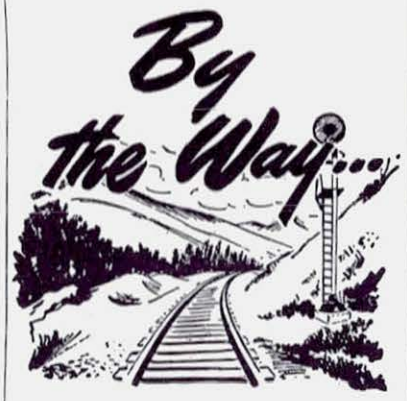

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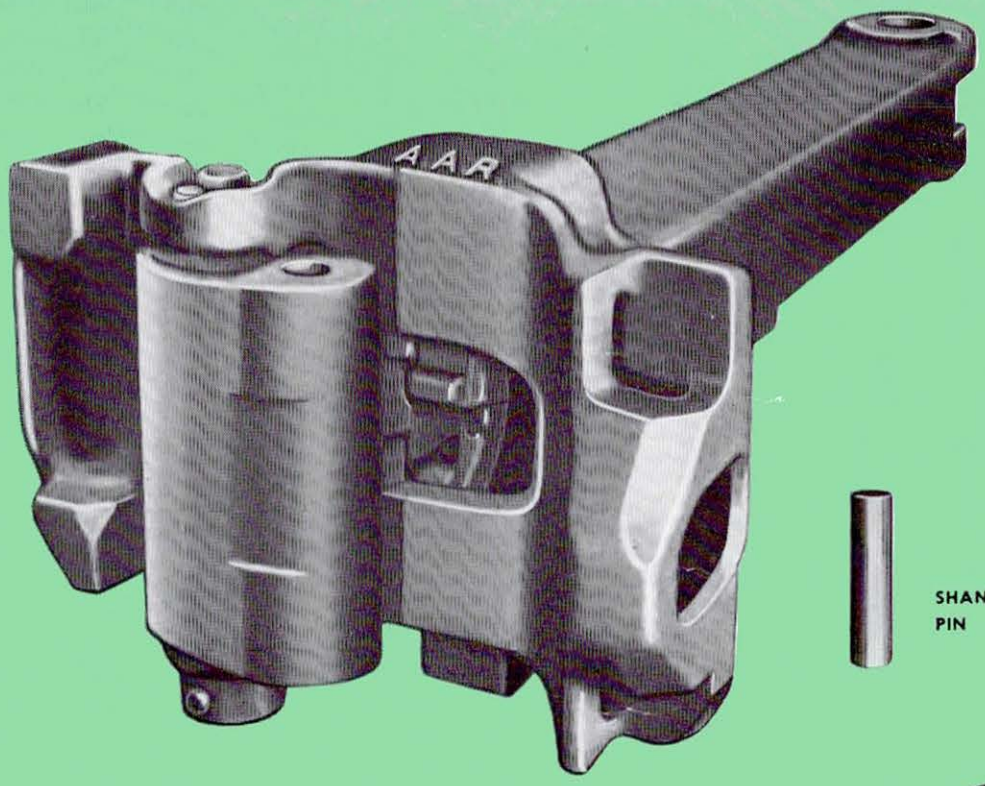

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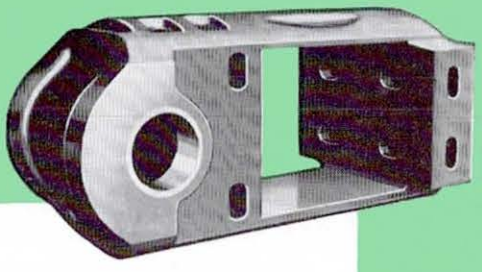

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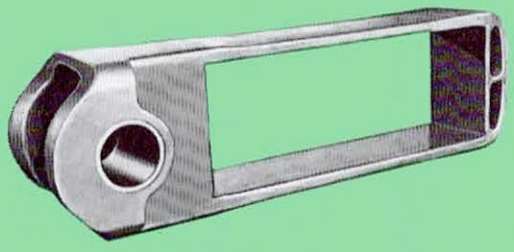

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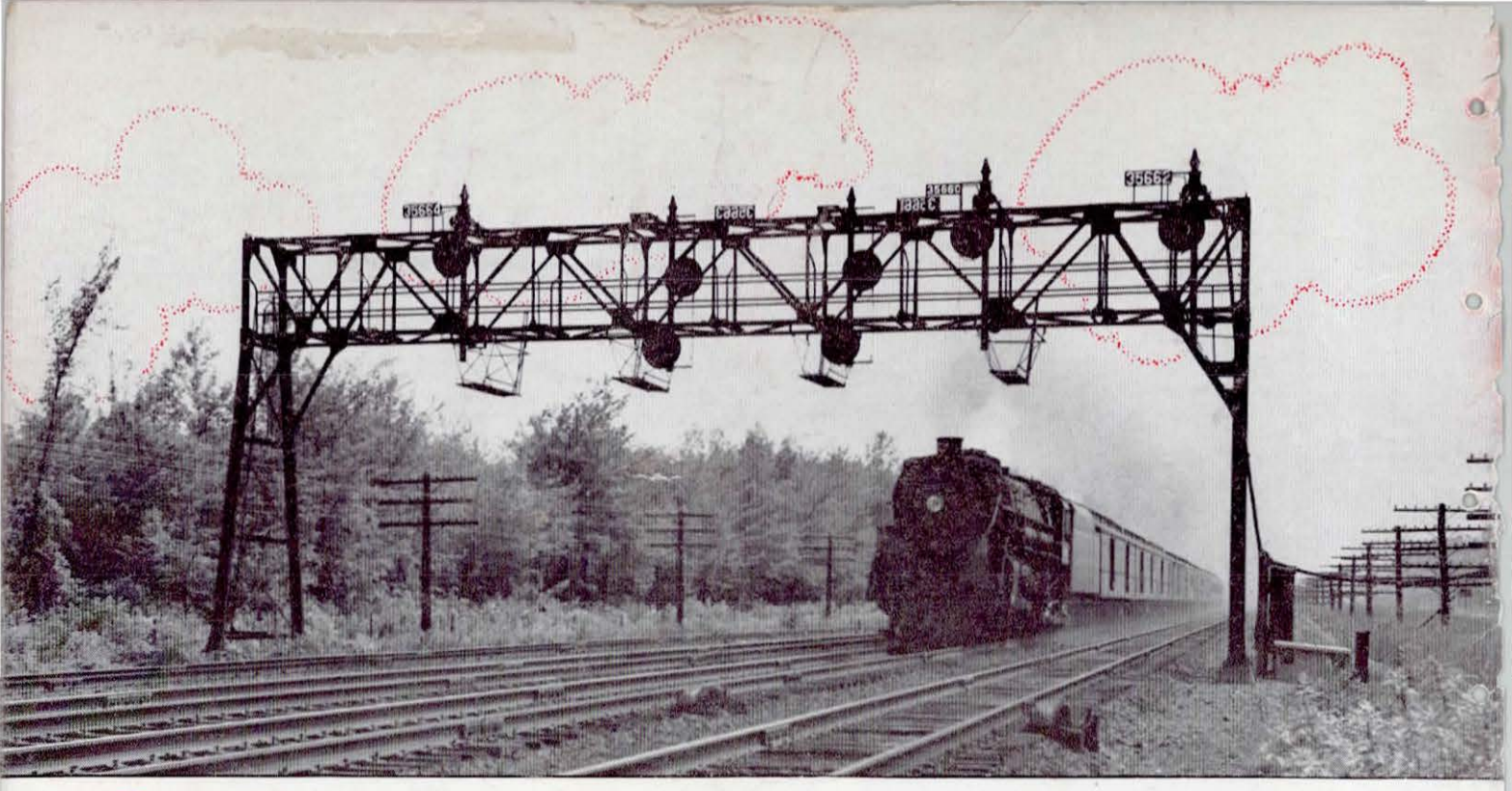

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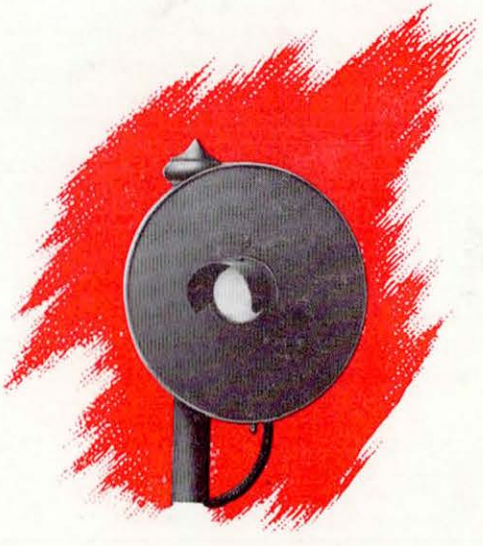

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